COPY A

FOREIGN TRADE

CHICAGO PUBLIC LIBRARY
DEC 22 1948
BOOK

l. III OTTAWA, MARCH 20, 1948 No. 64

NOTICE TO SUBSCRIBERS

Subscribers are requested to renew their subscriptions to *Foreign Trade* on receipt of a notice from the King's Printer, Government Printing Bureau, Ottawa. Renewal notices will be mailed to subscribers four weeks prior to the expiry date of their subscriptions. If no reply has been received by this date, the name of the subscriber will be removed from the mailing list on the assumption that he no longer wishes to receive this publication.

***Foreign Trade* is published weekly, in English and French. The subscription rate is *One Dollar* per year for delivery in Canada and *$3.50* per year for delivery outside Canada. A limited number of single copies is available for ten cents a copy. All subscriptions and orders should be forwarded to the King's Printer, Government Printing Bureau, Ottawa.**

Published by Authority of
Right Hon. C. D. Howe
Minister of Trade and Commerce

M. W. Mackenzie
Deputy Minister

FOREIGN TRADE

OTTAWA, MARCH 20, 1948

Published Weekly
By
Foreign Trade Service
Department of Trade and Commerce

In This Issue

United Kingdom—Canada Second Most Important Supply Source 538
Bizonia—Foodstuffs and Raw Materials required for recovery.. 541
Japan—Commercial Parcels up to Eleven Pounds may be sent 544
South Africa—Business Conditions on Sounder Basis Last Year... 545
British East Africa—Groundnut Project delayed..... 548
United States—Railways set New Freight Traffic Record..... 549
Brazil—Imports from Canada Show Increase 551
Iran—Prosperity attributed Largely to Oil Operations..... 556
Map—Europe, West Asia and North Africa 559
Canada—Imports by Commodities (January, 1948)..... 562
China—New Import Quotas announced 564
Mexico—Future greatly depends on Ability to Produce Food... 565
New Zealand—Sawn Lumber Production sets All-time Record... 567
Bizonia—Imports of Commercial Publications authorized..... 568
United Kingdom—Supply of Foodstuffs bought from Argentina.. 569

Regular Features

Foreign Exchange Quotations..... 584
Foreign Trade Service Abroad..... 582
Trade and Tariff Regulations..... 571
Transportation..... 572
Departures from Montreal..... 572
Departures from Halifax..... 574
Departures from Saint John..... 576
Departures from Vancouver-New Westminster..... 578

COVER SUBJECT—Part of a double drum mine hoist, thirteen feet in diameter, being loaded aboard a floating crane in Saint John for transfer to the SS. *City of Khartoum*. This machinery was designed and built in Montreal for consignment to China, and represents one of the many items exported by Canada to all parts of the world. The *City of Khartoum*, for which McLean Kennedy, Limited, acted as agents, also loaded newsprint, printing paper, paraffin wax, aluminum foil, aluminum ingots, sulphate of ammonia, automobile tires and parts, and other general cargo for the Far East. Ships on this service, which carry twelve passengers, proceed through the Panama Canal to Manila, Hong Kong and Shanghai, and thence to Singapore, Suez and British ports.

Photo courtesy Dominion Engineering Works, Ltd.

Canada Second Most Important Source of Supply for Britain

Value of imports from Canada amounted to £230,300,000 in 1947, compared with £196,900,000 in 1946, an increase of 17 per cent, and represents 12·9 per cent of total imports of £1,787,500,000—Trend of imports from United States similar to that of Canada.

By A. E. Bryan, Commercial Counsellor for Canada

(Editor's Note—This is the first in a series of six articles on the external trade of Great Britain during the past year, prepared for *Foreign Trade*.)

LONDON, February 24, 1948.—Canada was the second most important source of supply for Great Britain during the past year, having contributed 12·9 per cent to her total imports of £1,787·5 million, compared with 15·1 per cent in 1946. The value of imports from Canada amounted to £230,300,000, which compares with £196,900,000 in 1946, representing an increase of £33,400,000, or 17 per cent. The total is threefold that of 1938, but much of this increase can be attributed to higher commodity prices. Exports to Canada, on the other hand, were valued at £43,300,000, which indicates that Canada supplied over five times more in value to the United Kingdom than she imported from this country. British sales to Canada increased 32·8 per cent in value over those of 1946.

It is interesting to note that the trend in the United Kingdom's imports from the United States in 1947 was very similar to that of Canada. The United States ranked first in the list of supplying countries and contributed 16·5 per cent of Britain's total requirements last year, or 3·6 per cent more than Canada. But, like Canada, her share of the British market fell just over one per cent compared with 1946. United Kingdom imports from the United States in 1947 totalled £294,900,000, compared with £229,600,000 in 1946 and £118,000,000 in 1938. The proportion of goods received from the North American continent in 1947 was 29·7 per cent, compared with 33·1 per cent in 1946 and 21·6 per cent in 1938. South America contributed 11·4 per cent in 1947, 9·9 per cent in 1946, and 7·5 per cent in 1938.

The United Kingdom drew 45·1 per cent of all her imported supplies from the British Commonwealth in 1947 compared with 48·7 per cent in 1946 and 40·4 per cent in 1938.

Argentina was the third largest supplier to the United Kingdom in 1947 after the United States and Canada, contributing 7·3 per cent of total requirements from abroad.

Principal Sources of Supply

	1938	1946	1947*	Order of importance 1938	1946
	(Millions of pounds sterling)				
United States	£118.0	£229.6	£294.9	1	1
Canada	78.7	195.9	230.3	2	2
Argentina	38.5	66.7	130.7	6	6
Australia	71.8	67.4	97.1	3	5
India, Pakistan, etc.	49.9	69.0	94.4	4	4
New Zealand	46.9	74.4	89.6	5	3
British West Africa	9.3	36.1	53.0	24	8
Sweden	24.5	32.4	41.1	10	9
Cuba	4.8	20.5	40.3	35	16
Belgium	18.6	14.7	35.5	15	22
Eire	23.0	37.1	35.2	12	7
Dutch West Indies	14.7	25.6	34.8	16	12

Canadian eggs being loaded aboard a cargo liner for shipment to the United Kingdom market. Value of United Kingdom imports from Canada amounted to £230,300,000 last year, an increase of 17 per cent over the 1946 figure.

Imports into United Kingdom

	1938	1946	1947
	(Percentage of total value)		
France and Northern Europe	28.52	13.91	16.11
Rest of Europe	5.00	3.96	4.54
Africa	6.89	9.81	9.65
India and Western Asia	8.63	10.04	8.67
Rest of Asia	4.80	2.42	2.95
Oceania	13.13	10.96	10.61
North America	21.68	33.12	29.71
Central America and West Indies	3.78	5.85	6.28
South America	7.57	9.93	11.48
Total, British countries	40.41	48.71	45.11
Total, foreign countries	59.59	51.29	54.89
Total, all countries	100.00	100.00	100.00

For the first time the British Board of Trade have analyzed their overseas purchases as between so-called hard-currency areas and the sterling and non-sterling groups, distinguishing the main classes of imports from these areas. It is shown that over half the total imports from hard-currency countries like Canada and the United States consisted of food, drink and tobacco, while imports of manufactured goods were nearly as large as those of raw materials. The sterling area provided only a small proportion of the goods classed as wholly or mainly manufactured.

United Kingdom Imports According to Currency

	Hard-currency areas	Other areas	
		Sterling	Non-sterling
	(£ million)		
Total imports	£830.3	£569.4	£387.8
Food, drink and tobacco	418.8	268.0	118.6
Raw materials and unmanufactured articles	216.0	210.1	133.7
Manufactured articles	190.2	77.4	131.8

Considerable Changes in Distribution of United Kingdom Exports

The Board of Trade figures just released show considerable changes in the distribution of United Kingdom exports in 1947 compared with 1946. South Africa ousted British India from first place as Britain's principal market, taking over 8 per cent of her total overseas sales. Canada ranked sixth in the list of buyers of British goods last year, taking 3·8 per cent of her exports, thus improving her position, as she was the eighth largest buyer in 1946. Sales to Canada were £10,800,000 more than the year before and were valued at £43,400,000 compared with £32,600,000 in 1946 and £22,500,000 in 1938.

The United States was fifth on the list of buyers, accounting for ·2 per cent of British sales. In 1946 the United States was the sixth largest market. British exports to the United States last year totalled £47,900,000 as against £35,500,000 in 1946. France and Northern Europe only accounted for 26 per cent of British exports in 1947 compared with 30 per cent in 1946, due mainly to a sharp reduction in sales to Denmark, which bought to the value of £25,000,000 last year compared with £47,200,000 the previous year. Exports last year to France also fell away by £10,000,000.

Exports to Argentina amounted to £34,700,000, which was 69 per cent more than in 1946, and advanced her position to the eighth largest buyer of British goods. Last year the Argentine ranked fifteenth among Britain's largest markets.

Principal Markets of the United Kingdom

	1938	1946	1947	Order of importance 1938	1946
		(£ million)			
South Africa	£ 39.5	£ 75.3	£ 91.8	1	2
India, Pakistan, etc.	33.8	79.7	91.6	3	1
Australia	38.2	55.2	71.8	2	3
Eire	20.3	39.6	55.9	7	5
United States	20.5	35.5	47.9	6	6
Canada	22.5	32.6	43.4	4	8
New Zealand	19.2	27.9	43.1	9	10
Argentina	19.3	20.5	34.7	8	15
Belgium	8.2	27.0	33.6	17	11
Netherlands	13.1	30.9	30.8	12	9
British Malaya	11.1	20.3	30.1	14	16
Sweden	11.7	21.4	29.9	13	13

With the exception of raw materials, the sterling area took about half of each class of exports, and much less went to hard-currency than to other non-sterling countries. Among manufactured articles, the value of textiles sold in hard-currency areas was greater than in the other non-sterling areas. Exports of food, drink and tobacco were about 6 per cent of the total sold to each of the three areas. There were only small

United Kingdom Exports According to Currency

	Hard currency	Sterling	Non-sterling
		(£ million)	
Total exports	£236.5	£571.9	£328.7
Food, drink and tobacco	13.5	32.7	18.5
Raw materials and unmanufactured articles	14.7	4.8	14.7
Manufactured articles—			
Metal goods	103.5	271.1	175.5
Textiles	54.5	128.7	41.6
Other manufactures	45.3	115.5	63.2
Re-exports	£ 18.2	£ 8.2	£ 32 8

exports of raw materials to the sterling area. The relatively high figure for hard-currency areas was due to brass scrap sent abroad for refining, the copper being returned to this country. The large figure for re-export to hard-currency areas is due mainly to large exports of crude rubber to the United States.

Bizonia Requires Foodstuffs and Raw Materials for Recovery

Limited quantities of steel and capital goods needed to expedite rehabilitation of industries—Area must capitalize on technical skill of workers to become self-supporting, and to export products of such skills—Other countries must provide ocean transport.

By D. W. Jackson, Canadian Economic Representative

FRANKFURT, February 2, 1948.—Foodstuffs are of prime importance to Bizonia, substantial imports being required to supplement indigenous production, which is sufficient only to provide a diet well below the actual starvation level. Raw materials are needed to reactivate industry, comprising such items as non-ferrous metals, textile fibres and petroleum. Imports of foodstuffs and raw materials will have to be continued indefinitely, and must be increased to maintain the population in health. Even when the area reaches a self-sustaining level, it is estimated that annual imports will amount to $2,000 million, on the basis of prices prevailing last July. Of this total, about 60 per cent should consist of food and 40 per cent of essential raw materials.

In addition, limited quantities of steel and capital goods will be required to speed the rehabilitation of industries in Bizonia. As industry expands, however, the Combined Zones of Germany should be able to provide for all their needs of such goods. This area must capitalize on the technical skill of its workers, however, to become self-supporting, and to export the product of their skill in order to pay for necessary imports of food and raw materials.

The choice between two alternative policies is thus presented. The first is to continue imports on about the same scale as in the past year, at a rate sufficient to reduce to a minimum the danger of disease and unrest. The cost of imports of industrial raw materials will have to come out of export proceeds. This approach would necessarily limit the rate of industrial recovery and postpone the date at which a self-supporting economy could be restored.

Alternative Policy Would Provide Increased Imports

The second alternative would be to provide during the next few years very much larger imports than at present. The importation of food would have to be such that a progressive improvement in the ration scale could be made. Raw materials would have to be imported in quantities sufficient to permit the maximum utilization of existing industrial capacity, taking into account necessary limitations of fuel, manpower, transport, and the like.

Finally, some steel and capital goods would also have to be brought in for the purpose of accelerating the recovery of key industries, such as transport, mining and machinery. While this alternative would undoubtedly involve substantially greater expenditures in 1948 and 1949, it is probable that, in the long run, the added cost would be more than defrayed by speeding the achievement of a self-supporting level.

Under such a program, imports into the bizonal area in 1948 would have to be about three times those of 1947. Even though the increased industrial output would permit still greater proportional increases in exports, the net deficit for the first year after the adoption of the program would be much larger than heretofore. After 1948, the level of imports would not only have to be sustained but even moderately increased each year.

While imports of capital goods would decline rapidly, such imports would be more than balanced by the necessary expansion of imports of raw material and food. Obviously, at the start, exports cannot keep pace with the projected import program. However, it should be possible to expand exports even more rapidly, each succeeding year showing a progressively smaller deficit. By 1950 or 1951, the deficit should show a reduction to about the same level as in 1947. By 1952, imports and exports should be approximately in balance.

The realization of the above-mentioned rate of progress depends partly upon the availability of the required products on world markets and partly upon the restoration of normal economic incentives. It may prove impossible to import some items, such as grains, copper, industrial fats and oils, in sufficient quantities to meet bizonal requirements in full during the next few years.

Satisfactory Trade Relations Necessary for Restoration of Foreign Trade

Externally, an international exchange rate for the mark and the establishment of satisfactory trade relations between the bizonal area and other parts of Europe and the world are necessary for the restoration of export trade and achievement of export targets. Also, the restoration of a self-supporting economy in the bizonal area must involve the establishment of satisfactory trade relations with Eastern as well as with Western Europe.

A report of the Committee of European Economic Co-operation recognizes the need for the restoration of normal trade between Western Europe and Eastern Europe generally. "It has been assumed that an increasing proportion of the imports of participating countries will be obtained from Eastern Europe and Asia and other non-participating areas in cases where they are traditional and economically efficient sources of supply . . . The extent to which Western Germany will be able to obtain foodstuffs from Eastern Europe is of decisive importance in this connection," the report states.

Before the war, about one-sixth of Germany's foreign trade, both imports and exports, was with the countries of Eastern Europe, including Czechoslovakia, the Balkans, Poland, Finland, and the Soviet Union. These areas formed an important source of Germany's food and raw material requirements and an important market for her manufactured goods. Within Germany itself, there was a large flow of internal trade across what are now the boundaries of the Soviet Zone. The extent to which alternative sources of food and raw materials and alternative markets for the area's manufactures can be developed is necessarily limited.

DRAWN AT THE SURVEYS AND MAPPING BUREAU
MINES FORESTS AND SCIENTIFIC SERVICES BRANCH
DEPARTMENT OF MINES AND RESOURCES
OTTAWA

Area Must Play Important Role in European Recovery

The bizonal area can and must play an important role in general European recovery. Germany, and especially Western Germany, has always been an integral and vital part of the Western European economy; and it is difficult to envisage a healthy economic system in Western Europe without a very substantial German contribution.

Before the war, exports of coal and steel, machinery of all kinds, motor vehicles and equipment, and chemicals from Western Germany made an important contribution to meeting the essential industrial needs of Western Europe generally. Even at the present time, despite the depleted level of the bizonal economy, substantial shipments of coal and coke from the Ruhr to France, Austria, the Low Countries, Luxembourg, Scandinavia, and other European countries have continued. Without these shipments, it is doubtful that the degree of industrial recovery achieved by Germany's neighbours would have been possible. On the other hand, for obvious reasons, Germany has not been able to export appreciable quantities of steel, metal goods, machinery, and chemicals which, before the war, constituted about two-thirds of the exports from what is now the bizonal area of Germany.

If the European recovery program develops as expected, there is reason to hope that by 1949 and 1950 the bizonal area will be able to ship more goods to other European countries than it receives from them. In about five years, shipments to the European neighbours of the bizonal area should far exceed receipts, while bizonal imports will continue to come largely from overseas areas which export food and raw materials.

Bizonia No Longer Able to Export Steel in Quantity

Although the character of the bizonal area's economic contribution to other European nations would be similar to that prevailing before the war, there would be several important exceptions. In the first place, the bizonal area will no longer be in a position to export steel in large quantities (in 1936, shipments amounted to 3,000,000 tons, of which about 2,000,000 tons went to other European countries). Also, certain types of machinery previously exported, such as machine tools, roller bearings and heavy machinery, will no longer be available in as large quantities as before the war, because of restrictions on war potential capacity, and shortage of power, manpower and transport.

However, the area should be able to supply, in the very near future, a wide range of replacement and maintenance parts for German machinery now in adjoining European countries, especially agricultural, food and mining machinery. Resumption of substantial exports of new equipment will necessarily take somewhat longer, but it should be possible to begin shipments in 1949 and expand them rapidly in subsequent years.

One of the more important changes from the prewar economic pattern is that the area will have to depend upon other European countries as well as upon the United States to carry her seaborne commerce, whereas previously the situation was reversed. Consequently, the bizonal area is almost certain to show a net deficit of invisibles (mainly transport and service charges) for years to come.

In summary, any present forecasts with respect to the specific contribution of the bizonal area to future European recovery are necessarily conjectural. It is clear, however, that this contribution will be substantial, and that without it a healthy European economy cannot be envisaged.

Commercial Parcels Weighing Eleven Pounds May Now be Sent to Japan

Containing ordinary articles of merchandise, no limit placed on quantity to be sent if they conform to specified conditions—Sample post service and registration service resumed.

COMMERCIAL parcels containing ordinary articles of merchandise weighing up to 11 pounds prepaid will now be accepted by Canadian post offices for transmission to Japan. Each parcel must contain a certified or photostatic copy of a licence validated by the Supreme Commander for the Allied Powers (SCAP), Tokyo, Japan, permitting such importation. The words, "Import Licence Enclosed", must be endorsed by the sender on the wrapper of each parcel. There is no limitation on the number of such parcels which may be accepted for mailing from the same sender to the same addressee under these conditions. Canadian export regulations must be complied with as regards commercial shipments to Japan. Conditions of mailing relief parcels to Japan remain unchanged.

Registration service is resumed to Japan and all articles of mail authorized for transmission to that country, except parcel post, may be registered for the usual fee in addition to ordinary postage.

The service for sample post is also resumed under the usual conditions up to the weight limit of one pound. Green label No. 185, showing the nature and value of the contents, is to be affixed to such articles, which are to be marked "Trade Samples Only".

Business Conditions on Sounder Basis in South Africa Last Year

Return of buyers' market indicated, as supplies became increasingly plentiful—Purchasing power curtailed by strike in the gold mines and work stoppage in building trades — Substantial increase in industrial production — National housing program made good progress.

By J. H. English, Commercial Counsellor for Canada

(Editor's Note—This is the first in a series of nine articles on economic conditions in South Africa during the past year, prepared for publication in *Foreign Trade*.)

JOHANNESBURG, January 12, 1948.—Although the past year showed a very definite slackening in business turnover, compared with 1946, it was not entirely unsatisfactory, and the Christmas trade exceeded by a considerable margin the expectations of many merchants. The year is noteworthy in that it produced the first evidence of the return of a buyers' market. As the year advanced, and as supplies progressively became increasingly plentiful, this became more pronounced. The results of the orgy of overbuying, which characterized the two or three preceding years, were very evident during 1947. Many merchants who had purchased recklessly, often in lines outside their normal trade, very often found themselves inundated with supplies from overseas, with inadequate storage space and sometimes without facilities for financing. Some distressed selling, therefore, took place, contributing to the unsettled conditions already apparent.

It was not only the heavy influx of overseas goods which created an atmosphere of uncertainty. During the course of the year, a number of other factors contributed to this condition. Early in 1947, a protracted strike in the gold mines and later a serious stoppage of work by the building trade, especially in the Transvaal, resulted in the curtailment of purchasing power. Coupled with these labour troubles, the continued sluggishness of the stock exchange and, earlier in the year, what virtually amounted to a buyers' strike against mounting prices, all contributed a share to the economic situation. Despite these sobering facts, the year ended satisfactorily for the majority of firms, with conditions perhaps on a sounder basis than in the year previous. A good deal more caution prevailed among importers, wholesalers and retailers, while the public itself appeared to be more soberly minded as regards purchases.

South Africa in Effect a Hard-Currency Country

Although South Africa is nominally a member of the sterling bloc, she is independent in so far as her requirements of hard currency are concerned, because of her large gold production. Nevertheless, the suspension of the convertibility of sterling by the United Kingdom administered a rude shock to South Africa and brought forcefully to the public notice the financial plight of the Old Country. This resulted in a great many suggestions, as well as some pressure on the government of South Africa, to limit imports from non-sterling countries. Some public bodies even went so far as to circularize their members, urging voluntary restrictions of their purchases, particularly from the United States.

No action was taken, however, by the South African Government to limit imports, and foreign exchange continues to be freely available to cover all legitimate overseas purchases. The Union provided the United Kingdom with a loan in gold of approximately £80,000,000. Whether or not this action, which will reduce the South African gold reserve to an abnormally low level, will eventually lead to restrictions on imports from hard-currency countries remains to be seen. Although this is not the desire of authorities here, with imports of merchandise at unprecedented high levels, exports remaining low and gold production suffering from high costs, a position may be reached within the next year requiring some adjustment. At the moment it is reliably reported that the heavy inflow of overseas investment capital is keeping the position in balance.

Industrial Expansion Continued in Past Year

Industrial expansion continued apace during the year and many new industries were established. Industrial output, valued at £150,300,000 in 1935, reached £375,300,000 ten years later. Although figures are not available for 1947, the gross value of output for the year will probably have risen to about £400,000,000. Towards the close of the year there was evidence, however, of difficulties being experienced in some of those industries which owed their rapid expansion primarily to the war. A return to more normal conditions and the resumption of imports from overseas were reported to be the causes of a slowing down and some unemployment in the footwear and clothing industries. On the whole, however, industry continued at an active rate.

Canadian Geographical Society Map.

South Africa—Eloff Street, in Johannesburg. Evidence of the return of a buyers' market became more pronounced last year. Business conditions generally, however, were on a sounder basis.

South African Railways Photo.

Despite acute and continued shortages of materials during the greater part of the year, and a serious strike of building artisans on the Rand, the national housing program made good progress, and building permits to the value of £42,000,000 were issued by the Controller. Housing continues to be extremely scarce, and there is a prospect of building being active for several years. A substantial number of large office buildings are awaiting erection, particularly in Johannesburg and Cape Town; if building supplies become more freely available, many of these will be erected during 1948.

The iron and steel industry continued at a high level. In view of a serious shortage of steel in the Union, the ability of the local industry to increase steel output by about 50,000 tons to a total of 575,000 tons for the year ending June was an interesting and important factor.

Improvement in Agricultural Production as Drought Ends

After several years of drought, nature finally turned kind to South Africa, and very good crops were harvested. As a result, food conditions greatly improved during the year and, with the exception of wheat, food shortages are practically non-existent. Butter rationing was discontinued towards the end of the year, and sugar distribution was increased. Wool, one of South Africa's major agricultural crops, reached high figures, with prices very firm following the announcement of a reduction of wool duties by the United States.

The output of gold for the year totalled 11,197,638 fine ounces, compared with 11,917,914 ounces for the previous year. This decline in production is attributed to the strike experienced in the early part of the year, as well as to the continued rising costs which tend to make unprofitable the working of lower-grade ores.

6612—2½

Trade Outlook Favourable but Competition Increasing

Although there is no indication of any early or serious recession in trade in South Africa, rising prices of the past years have made their mark on the Union. Local industry, which found encouragement in high prices and shortages from overseas, will probably have to effect considerable readjustment to meet increasing competition during 1948.

With South Africa one of the few remaining freely accessible markets, competition among overseas producers for its relatively small market will undoubtedly be keen in 1948. During the past year and a half or two years, overseas goods have flooded South Africa. Import figures for 1946 were almost double the value of those for 1945, which itself was 25 per cent above the year 1939. No wonder, therefore, trade reports indicate that the pipelines are now restocked with many classes of consumer goods. There are, in fact, few real scarcities. Buyers will be more fastidious than heretofore, but there seems to be no indication of any trade recession in the near future.

Shortage of Equipment for Clearing Bush Delayed Groundnut Project in Africa

Machinery secured from Canadian manufacturer—Some 420 tractors delivered by end of last November—Yields on experimental plots higher than was anticipated.

By A. E. Bryan, Commercial Counsellor for Canada

LONDON, February 16, 1948.—Difficulties were experienced in securing equipment to clear bush in British East Africa, where it is estimated that groundnuts will ultimately produce 600,000 tons of oil seeds per annum. All the agricultural machinery required for the first two years was secured from a Canadian manufacturer, however, and the authorities propose that part of subsequent requirements be filled by firms in the United Kingdom. According to a review of progress achieved during the first twelve months, it was expected that 150,000 acres of bush would be cleared for planting by the end of 1947. New equipment could not be obtained, and second-hand equipment from surplus military stores in different countries was substituted. By last November, some 420 heavy tractors had been delivered.

The problem of clearing bush was more complex than was at first expected, and large scale operations could not be commenced until January 1. As a result, only 8,000 to 10,000 acres in the Kongwa District of Tanganyika Territory were planted last year.

Experimental work on seven small plots, planted in January, 1947, suggest that yields may be more productive than was originally anticipated. The average production of decorticated groundnuts was 900 pounds per acre, compared with an original estimate of 750 pounds.

Total expenditure on the groundnut scheme to November 30 was £4,250,000. It is clear that estimated costs and estimated revenues will likely be much higher than was anticipated. On the other hand, the prices of mechanical equipment and stores are steadily rising, and expenditures on transportation services and repairs will be higher. The world price of oils and fats is rising, and now seems likely to remain at a high level for a much longer period than was envisaged a year ago. Substantial revenues are expected from the timber resources of the area to be developed in the southern and western provinces of Tanganyika.

Railways of United States Set New Peacetime Freight Traffic Record

Record volume of freight moved despite shortage of cars—Increase in rates contributes to higher operating revenue—Trend toward increasing use of Diesel locomotives continues—Airlines showing operating deficit—Heavy increase in volume of freight carried by air.

By W. D. Wallace, Assistant Commercial Secretary, Canadian Embassy

(Editor's Note—This is the fourth in a series of articles on economic conditions in the United States, prepared for publication in *Foreign Trade*. The first three were published in the February 28th, March 6th and March 13th issues.)

WASHINGTON, February 9, 1948.—Railways of the United States moved a greater volume of freight during the past year than in any corresponding peacetime period, and achieved this record with 48,000 fewer freight cars than at the peak of the war period. Increased costs of operations absorbed the benefits that would normally accrue from such traffic, however, with the result that net earnings for the second year in succession were generally unsatisfactory.

Realizing the need for further substantial rail revenues, the Interstate Commerce Commission granted an increase of 17·6 per cent at the beginning of 1947. This was followed by another increase in freight rates last October and a 10 per cent interim increase effective from January 1 to June 30, 1948, by which time the Commission will have acted on the application by the railroads for a 30 per cent rise. The last two increases will amount to an overall rise of 17·5 per cent, but which should result in the railways obtaining a net income during 1948 of $700,000,000 to $750,000,000.

The Association of American Railroads estimates net operating revenue for Class 1 railroads for 1947 at $8,684,694,310 as compared with $7,628,401,894 in the previous year, a gain of 13·8 per cent. Net railway operating income for the past year was placed at $780,714,427, and net income at $480,000,000. In 1946 the corresponding figures were $620,120,069 for net railway operating income and $287,138,555 for net income. The net operating income for 1947 was equivalent to a rate of return of 3·46 per cent on net property investment as compared with 2·74 per cent in 1946 and 5·24 per cent in 1929.

Use of Diesel Locomotives Increasing

The trend toward the change over from coal-burning to oil-burning locomotive equipment continued at an accelerated pace in 1947. Of the 751 new locomotives installed by Class I railroads in the first eleven months of the year, 680 were of the Diesel type, 69 were steam and two electric. On December 1, 1947, the railways had 1,180 locomotives on order, of which 1,143 were Diesels. During the year the railroads spent approximately $250,000,000 on roadway improvements.

Rail freight traffic in 1947 was estimated at 647,000 million ton-miles, as compared with 592,000 million ton-miles in 1946, a gain of 9·3 per cent. This traffic was 45 per cent above that of 1929, the record year prior to World War II, and was achieved with 535,000 fewer freight cars.

The Association of American Railroads reports that total revenue freight loadings during 1947 were 44,503,349 cars as compared with 41,341,278 cars

in 1946, a gain of 7·6 per cent. All commodity groups, except less than car-load merchandise, recorded gains from the previous year. Loadings of ore showed the greatest increase, being 32·8 per cent over the figure for 1946, while coal loadings increased by 13·5 per cent, and grain loadings by 9 per cent.

The following table shows total shipments of commodities in 1947, with comparative figures for 1946:

United States Car Loadings

	1947 Cars	1946 Cars
Miscellaneous freight	20,047,562	18,744,143
Merchandise, l.c.l.	6,072,547	6,325,295
Coal	9,088,216	8,004,021
Grain and products	2,726,842	2,497,043
Livestock	770,282	924,919
Forest products	2,414,704	2,263,246
Ore	2,651,177	1,995,721
Coke	732,019	586,890
Total	44,503,349	41,341,278

Airlines Operate at a Loss

Although the airlines of the United States recorded passenger and cargo traffic peaks in 1947, they had incurred heavy financial losses for the second consecutive year, and the net losses are reported to be the highest in the industry's history. Aggregate losses are estimated to be much greater than the $6,000,000 deficit incurred in 1946 and may even reach $15,000,000. In 1945 and 1944, when the war traffic helped revenues, the industry recorded net profits of $17,000,000 and $19,000,000 respectively.

The most significant development in airlines was the increasing importance of cargo traffic as part of the business. It is estimated that in 1947 the airlines carried about 35,000,000 ton-miles of freight as against 12,000,000 ton-miles in 1946. It is expected that the 1948 total will reach 70,000,000 ton-miles. The increase in freight traffic in the past two years has resulted in a decrease in cargo rates from about 40 cents a ton-mile to between 12 and 13 cents a ton-mile at the end of 1947. This is close to the railway express rate of 12·6 cents per ton-mile. On the other hand, passenger-miles recorded by domestic airlines are expected to exceed the previous year's total of over 6,000,000,000 by about 6 per cent, and the mail-ton miles were at approximately the same level as in 1946.

Settlement Scheme for Dutch Guiana in Operation

Port of Spain, March 3, 1948.—(FTS)—Last year a special committee was sent from Barbados to investigate conditions in Dutch Guiana for the settlement of agricultural workers from Barbados. The report of this committee now has been accepted by the Legislature and steps will be taken to facilitate the emigration of such workers in order to relieve the serious unemployment situation in the colony. The government of Dutch Guiana is seeking agriculturally-minded settlers in order to carry out extensive plans for extending agricultural production. It is probable that immigrants will be brought in not only from the Caribbean but also from Europe.

Brazilian Imports from Canada Greatly Increased in Value

Canadian shipments to Brazil increased from prewar average of $5,000,000 to $24,601,962 in 1946—Excellent market opportunities despite shortage of dollar exchange—Exports becoming more diversified, although coffee still principal export.

By Trade Commissioner Service, Foreign Trade Service

(Editor's Note—This is the last of two articles prepared for *Foreign Trade* on Brazil, the first of which appeared in the February 14th issue. One cruzeiro equals $0.54 Canadian at current rate of exchange.)

BRAZIL is a close rival of Argentina as leading trading nation in Latin America. Coffee has been traditionally the principal Brazilian export, although at times, cotton, sugar, cacao, tobacco and rubber have temporarily taken the leading position. Recently exports have become more diversified, although they still consist largely of raw or processed agricultural products. In 1942 manufactured cotton goods moved up to become the second most important export item in value. Other leading exports are pine lumber, carnauba wax, rice, castor seeds and vegetable oils. Brazil is still very dependent on imports for a wide range of items for consumption and industry. Although the Brazilian economy is essentially agricultural, large quantities of foodstuffs must still be imported, notably wheat.

In 1945 Brazil had an over-all favourable balance of trade of U.S. $179,000,000, which exceeded the value of the country's total exports twelve years previously. Exports in 1945 amounted to 3,027,221 metric tons valued at U.S. $609,900,000, and imports totalled 4,291,096 metric tons valued at U.S. $431,000,000.

The United States has long been Brazil's best customer, normally buying about 35 per cent of its exports (60 per cent of which is coffee), and Brazil is ordinarily the fifth largest supplier of United States purchases from world markets. It is also noteworthy that in 1943 about 75 per cent of Brazil's exports went to the United States, Argentina, and the United Kingdom, and 81 per cent of her imports were received from these three countries.

Canadian Trade with Brazil Greatly Increased

During the war years Canadian shipments to Brazil increased greatly. According to Canadian statistics, exports to Brazil in 1943 were valued at approximately $16,500,000, placing Canada third among Brazil's main suppliers in that year, immediately ahead of the United Kingdom. Brazilian figures do not bear this out, the discrepancy being due to the fact that much of Canada's trade is channelled through the Port of New York and a large proportion of the exports from Canada is recorded in Brazilian statistics as imports from the United States.

In 1946 the value of Canadian exports to Brazil had increased to $24,601,962. This figure is particularly impressive in view of the fact that the average annual value of exports to Brazil from Canada during the five-year period ending 1939 was about $5,000,000, and that of Canada's average exports during the same period to all of Central and South America was approximately $18,000,000. Some of this increase is, of course,

attributable to the inability of Brazil's former overseas suppliers to meet her needs. Canada's greatly improved position may be to some extent temporary but, since the Dominion has become the world's third largest exporting country, it should be possible to maintain this large share in the Brazilian market if Canadian exporters continue to offer goods competitive in quality and price and establish a reputation for business integrity.

The following tables show Canada's main exports to and imports from Brazil during 1946:

Principal Canadian Exports to Brazil in 1946

Total	$24,601,962
Grains and preparations	7,115,371
Paper and manufactures	3,599,462
Industrial machinery	1,937,298
Textile machinery (including sewing-machines)	1,541,215
Paper base stocks	1,020,390
Copper	660,954
Chemicals	456,430
Steel-mill manufactures	447,390
Electric machinery and apparatus	430,997
Paints	355,725

Principal Canadian Imports from Brazil in 1946

Total	$14,018,295
Green coffee	4,668,151
Raw cotton	2,037,729
Wax, vegetable and mineral	2,004,429
Chinawood oil	729,030
Brazil nuts, shelled	652,899
Brazil nuts, unshelled	579,300
Green peanuts	541,069
Cotton linters	286,380
Cashew nuts	221,490
Sago and cassava flour	200,269

Excellent Market Opportunities Offered Canadian Exporters

Despite a current shortage of dollar exchange, which largely limits her purchases to those products judged to be essential to her economy, Brazil offers excellent market opportunities to the Canadian exporter.

As indicated by the foregoing figures of Canadian exports, chief sales to Brazil are of wheat, grains and preparations thereof, paper and paper products, and machinery. This last-mentioned group is of particular interest in view of Brazil's great need arising from expanding industrialization and the necessity for replacement of obsolete machinery, which could not be effected owing to the non-availability of supplies during the war years. Perhaps Brazil's most urgent postwar requirements are for better transportation facilities, which will involve the purchase of ships, aircraft, locomotives and rolling-stock, auto buses, trucks, passenger cars, and spare parts. The latest list of essential imports, to which priority will be given in the issue of foreign exchange, includes the following additional products; agricultural machinery and implements, tools, metals and metal products of various kinds, industrial chemicals, pharmaceuticals and pigments.

Brazil in turn offers Canada a wide range of raw and processed goods. Coffee is, of course, the main item, followed by raw cotton and its products, carnauba and other vegetable waxes, vegetable oils, Brazil cashew and peanuts. Other Brazilian commodities, such as vegetable resins and fibres, are of real potential interest to Canada, as well as fruits, cacao and some products of Brazil's mines.

Most-Favoured-Nation Treatment for Canadian Products

Duties on imports into Brazil are based mainly on weight and are relatively high. A trade agreement between Brazil and Canada, signed in 1941, provides most-favoured-nation treatment for Canadian products and the advantages of lowered rates of duties accorded following the conclusion of the trade agreement between Brazil and the United States in 1935. Heavy fines are imposed for undervaluations and errors in consular invoices. Goods consigned to those entitled to reductions or exemptions from customs duty, such as government departments and public utilities, must be consigned directly to such organizations if these customs concessions are to be obtained. Travellers' samples are admitted temporarily under bond, but many visiting overseas businessmen find it more practicable to pay duty. Drugs must be officially approved before sale, and imported foodstuffs must be analyzed before customs clearance is given. Bags containing merchandise must be marked with indelible ink in a required manner or they become subject to separate duties.

Import licensing procedure applies to a limited list of products, which is revised from time to time in the light of national needs and availability of foreign exchange. Many Brazilian products are also at present subject to an export licensing system. A list of the products subject to import or export licensing may be obtained on application to the Foreign Trade Service, Department of Trade and Commerce.

An internal revenue "consumption tax" is levied in Brazil on almost all commodities, domestic and foreign. The tax is collected on consumer goods on an ad valorem basis or by affixing to the goods internal revenue stamps. The tax on imports is paid at the same time as customs duties, and the stamps are affixed by the importer.

Full information concerning the documentation of shipments to Brazil may be obtained on application to the Department of Trade and Commerce, Ottawa. Exporters who are not fully conversant with documentary requirements would be well advised to use the services of an experienced forwarding agent.

Canada's prosperity is largely dependent on her export trade, and this is true to an even greater extent since the war years. The great expansion which took place in Canada's industrial plant during that period must be maintained through overseas sales, if economic dislocation is to be averted. Since Canada's traditional markets within the British Empire cannot, because of their lack of dollars, absorb all the goods exporters in this country should like to send them and the United States purchases only certain types of non-competitive goods, therefore, until European and other overseas countries have been able to achieve a more substantial measure of economic reconstruction, Canadian exporters are looking more and more to South American markets, of which Brazil in 1946 was Canada's most important by a considerable margin.

Purchasing Power Rose Rapidly in Recent Years

Brazil, with its vast area and nearly 50 per cent of the total population of South America, is still relatively undeveloped, and most of its 45,000,000 inhabitants do not as yet enjoy a standard of living comparable to that of the average Canadian. The purchasing power of its citizens, however, has grown rapidly in recent years, and Brazil now offers a much larger and more varied market than before the war. Although somewhat handicapped at present by a shortage of dollar exchange, Brazil still affords excellent market opportunities in many lines.

Wartime industrial progress in Brazil created an important market for raw materials and industrial equipment and a new demand for imported consumer goods. Canadians and Canadian products are highly regarded in Brazil, and are accorded the very best consideration by importers, who are alert, competent, and desirous of increasing their volume of business. The economies of Brazil and Canada are largely complementary. Thus, most of Brazil's more important products are not produced in Canada, while Canadian commodities in demand in Brazil do not as a rule compete with local production. This makes possible the development of an increasing volume of trading on a sound bilateral basis.

Since the war, many Canadian businessmen have visited Brazil, and in almost all cases the business obtained and contacts made have more than compensated for the money and time spent.

Distribution centres for capital goods or industrial equipment for heavy industry or Brazilian Government departments should be located mainly in Rio de Janeiro, São Paulo, Porto Alegre, Belo Horizonte, and Recife (Pernambuco). Consumer goods and all items to be handled through small dealers can also be distributed from such smaller centres as Curitiba, Victoria, Belem, Bahio (São Salvador) and Fortaleza.

Adequate Representation for Canadian Firms Available

Many Brazilian firms combine activities which in other countries such as Canada tend to be specialized, and it is not uncommon for a Brazilian firm to act as importer, wholesaler, retailer, commission merchant, sales agent, and exporter. There is, however, a growing trend towards specialization.

Although poor communication and transportation facilities between various sections of the country sometimes make it difficult for a single distributing firm to cover all the territory completely, there are a few firms in Brazil able to provide satisfactory coverage of the whole country through their own organizations. Such concerns are particularly desirable representatives, since it is altogether likely that they already represent first-class foreign or domestic manufacturers of the lines in which they specialize. The Canadian exporter usually prefers to work with such an organization if possible, as this arrangement offers many obvious advantages. However, Canadian manufacturers and exporters often find that the services of such firms are not available and that, on the contrary, these organizations are likely to constitute serious competition in the sale of Canadian products. Smaller importer-distributors, many of whom are of high standing and efficiency, often specialize in one or more of the various market areas, but are seldom equipped to give adequate coverage of the whole country. Therefore, under these conditions, it becomes necessary to appoint representatives in Rio, to cover the State of Rio de Janeiro, the Federal District, and perhaps also the State of Minas Geraes, through branch offices or travelling salesmen. Sales may be extended outside this territory through a network of agents in other commercial centres. Similarly a firm in São Paulo may cover the southern part of Brazil.

The Commercial Secretary, Canadian Embassy, Avenida Presidente Wilson, 165, (Postal address: Caixa Postal 2164), Rio de Janeiro, and the Canadian Government Trade Commissioner, Canadian Consulate, Edificio Alois, Rua 7 de Abril 252, (Postal address: Caixa Postal 6034), São Paulo, are prepared to assist and advise Canadian exporters in obtaining the best possible Brazilian representation.

Many pre-war suppliers, particularly in Germany, granted generous terms of sale to Brazilian importers. Since early in the war, importers have been forced in most instances to open letters of credit at the time of

placing orders for foreign goods. Delivery of goods in recent years has often been seriously delayed, resulting in many complaints on the part of the importers, who were subjected to considerable expense in opening and renewing letters of credit and who forfeited a high return which could have been obtained on this capital were it not tied up. The actual cost to the importer of opening an irrevocable letter of credit approximates 3 per cent of the invoice value.

The tendency since the war has been toward selling on terms of documents against payment in Brazil, and importers in good standing will not open letters of credit if they can obtain better terms.

Imports Restricted Due to Scarcity of Foreign Exchange

In June, 1947, the scarcity of foreign exchange in Brazil resulted in restrictive measures being taken by the Government. Only goods appearing on the "essential list" were automatically permitted importation against a letter of credit. The Brazilian import licensing law was approved by the President and published in the *Official Gazette* of February 25, 1948, from which date all imports into Brazil, except essential foods, cement and pharmaceutical products, will require a licence. In order to open a letter of credit for goods not appearing on this list, it is necessary for the importer to apply to the authorities for special permission, which is not easily obtained for non-essentials. Applications for foreign exchange in respect of goods on the essential list and of goods for which special authority has been granted as described above are given first priority. Even so, there is often a delay of several weeks before the bank with which the importer is dealing can provide the necessary foreign exchange. For goods other than those entitled to this first priority there is a longer delay, the duration of which depends to a great extent on the exchange situation of the particular bank handling the collection.

Quotations c.i.f. Brazilian port are preferred but quotations f.a.s. port of shipment are acceptable. As Brazilian importers have no means of ascertaining inland freight and handling charges in Canada, quotations should never be made f.o.b. factory.

Business hours are usually from 8 a.m. to 5 p.m. for office personnel, and from 8 a.m. to 6 p.m. for the employees of retail stores, with two hours off for lunch. Banks are open for business between 12 noon and 3.50 p.m. Appointments with prominent business men and officials should be arranged in advance. Although some Brazilians, particularly members of the business community, understand and speak English, Portuguese is the language of the country, and correspondence and printed matter should be in that language whenever possible.

Packing for export should be very strong, and precautions should be taken against humidity, particularly if shipments are destined for northern Brazil. Different types of goods should be packed separately. Light but sufficiently strong packing should be used if import duties are assessable on the gross weight of the goods.

Transjordan Offers Commercial Opportunities

Cairo, February 26, 1948.—(FTS)—Arab importers and merchants in Palestine are showing increasing interest in the maintenance of close commercial relations with importers and merchants in Transjordan.

Although Transjordan has imported merchandise only on a small scale in the past, it may become a more important trading country in the near future, in view of developments connected with the imminent partition of Palestine.

Prosperity of Iran Attributed Largely to Oil Operations

Despite favourable financial position, government is usually short of funds—Official and unofficial exchange rates both in effect—Favourable trade balance achieved from royalties on oil—Lesser primary industries undeveloped — Canadian dollars available to importers.

By J. M. Boyer, Canadian Trade Commissioner

(One Persian rial equals $0.0301 Canadian at official rate and up to $0.02 at unofficial rate.)

CAIRO, February 12, 1948.—Iran, formerly the ancient kingdom of Persia, entered the current calendar year in full prosperity, though this may be less buoyant than during the height of wartime activity. Favourable business conditions are attributed in part to continuing effects of war expenditures, but to a much greater extent to operations of the Anglo-Iranian Oil Company.

The national budget for the current fiscal year is typical, with expenditure estimated at 7,799 million rials and revenue at 5,559 millions. The government considers its budget balanced by taking into account cash in hand plus government stocks of opium, tobacco, wheat, barley, sugar and tea. The chief items of revenue are: direct taxation, 696 million rials; opium and tobacco monopolies, 1,330 millions; customs duties, 1,450 millions; concessions (almost entirely oil), 686 millions. Important items of expenditure are: war, 1,479 million rials; education, 535 millions; agriculture, 195 millions; roads, 340 millions; finance, 1,150 millions.

Government Lacks Readily Available Funds

An unusual feature of Iran's national finances is that, despite the rich resources of the country and the fact that the currency is fully backed by gold, silver and crown jewels and the note issue is 7,800 million rials (four times the prewar amount), nevertheless the government is always hampered by lack of funds. This is probably due to two main factors: (1) the skill of wealthy landowners and merchants in evading direct taxation, and (2) the difficulty of floating government loans. Whatever the reasons, the result is that many useful public works cannot be undertaken.

Iran has only one national loan, floated recently to the amount of 500 million rials and paying 4½ per cent interest. It is held by the Bank Melli (the national bank), the Imperial Bank of Iran (the large British bank operating in the Middle East) and by a few wealthy individuals. Such a loan would have to be compulsory for investors, in view of the interest rates commonly in effect in the country. Authorized government rates run from 5 to 12 per cent, while commercial loans bring from 10 to 30 per cent. External loans are by no means burdensome, consisting of $7½ millions borrowed from the United States, in connection with the purchase of surplus military stores, and a balance of £700,000, due the United Kingdom on a loan made in 1911.

The multiple foreign exchange system legally recognized in Iran is interesting even though somewhat confusing. The official rate is 128 rials to the pound sterling, or 32 to the dollar. However, foreign exchange can be acquired at this rate only for the import of five or six commodities

Courtesy Canadian Geographical Society.

of the highest essentiality, such as irrigation equipment, agricultural machinery and fertilizers. Foreign exchange for other commodities has to be purchased at the unofficial rate, which ranges from 200 to 240 rials to the pound sterling, or 50 to 60 rials to the dollar. Transactions never go below the bottom figure, but it is probable they do take place at times above the top limit quoted.

According to the prevailing method of dealing in foreign exchange, the holder, usually an exporter, is required to sell first to one of the banks at the official rate; he is then entitled to buy back 90 per cent of what he sold, again at the official rate, though at a slightly higher buying rate. Having done so, the original holder may use this foreign exchange for his own purposes, or may sell it for as high an unofficial rate as he can get.

Every foot of floor space in the banking-rooms of the two large banks in Teheran is occupied by the throngs of businessmen and speculators dealing in foreign exchange. It is obvious to the banking authorities, and presumably to merchants, that the true value of the rial is somewhere between the highest and lowest unofficial rate and that there is need for its devaluation. It is reported, however, that uninformed public opinion is so strongly against such action that it will not be taken for a considerable time. It is expected that within the next few months the banks will be able, with government support, to stabilize the unofficial rate. This would restore importers' confidence, which is lacking at present.

Royalties from Oil Help to Balance Trade

It is unlikely that Iran will be short of funds to pay for her imports or to balance her international payments, at any rate not during the term of the concession to the Anglo-Iranian Oil Company, which runs until 1993. Commercial exports and imports, that is those not connected with the operations of the concessionaires, usually show an unfavourable balance. In 1946-47, such imports were valued at 4,115 million rials as compared with exports to a value of 2,570 millions. This is probably indicative of normal conditions, but such a trade deficit is easily balanced out of royalty payments and the purchase of rials for local expenses by the concessionaires, amounting annually to about 20 million pounds sterling in normal years.

The majority of Iranians are farmers and herdsmen. Although the area of the country is about equal to that of Alberta, and climatic conditions vary with the districts, agricultural production is very limited by lack of moisture. It might be greatly increased by irrigation and the adoption of other modern and scientific methods. An accurate estimate of agricultural production is not possible, but the annual yields of the principal crops have been appraised as follows: tea, 3¼ million tons; wheat, 2¼ million; barley, 1½ million; rice, 420,000; cotton, 14,000 tons. In addition, the following are produced: citrus fruits, raisins, almonds, dates, peaches, olives, and cherries. Livestock includes many sheep, goats, and a few cattle.

Industry in General Undeveloped

Iranian industry is by no means highly developed. Most important is the production and refining of oil, the refineries at Abadan being rated the largest in the world. Oil development will entail a considerable amount of construction in the next ten years, as large pipe-line projects now being undertaken will necessitate, among other things, a considerable amount of building for the accommodation of the workers and staffs.

Lesser primary industries are the mining of coal, iron, copper, sulphur, red oxide, arsenic and borax. Among smaller manufacturing industries, the most important is carpet-making, which is carried on throughout the greater part of the country, in the provincial centres, and even among the tribes. Dealers report that the large United States market for carpets has slumped considerably during the past few months. Other industries, producing almost entirely for the home market, comprise the manufacture of fabrics of cotton, wool, jute and silk; sturgeon fishing and caviar packing; and production of sugar, flour, alcoholic beverages, tobacco, glycerine and soap, glass, cement and matches.

Agricultural Conditions to be Improved

Among public works, the project most discussed at present is irrigation. A seven-year plan for the improvement of agricultural conditions is projected, but there is considerable doubt as to when it will get started and how quickly it will proceed. The capital city of Teheran is only now starting to install a modern water supply.

Iranian State Railways run from north to south across the country, with branch lines east and west from Teheran. Considerable new trackage is required, as well as replacement of existing track. There are 17,000 miles of roads, asphalted routes running west and south from the capital. The main towns are linked by truck and bus, one truck transport company operating 350 trucks. The capital is connected with the outside world by three international air services operating infrequently. The Baghdad

service operates on Mondays only, and a Persian airline operating within the country is similarly infrequent and also irregular. There are two seaports on the Persian Gulf, Bandar Shahpur and Khorramshah. The accommodation is said to be inadequate and cargoes arriving there may be subject to delays and pilferage.

Canadian Dollars Available to Importers

At present, Iran is likely to be of more immediate interest to Canadian exporters than are other parts of the Middle East. First, the most important, her exchange position is not so unfavourable to trade with the dollar countries. Broadly speaking, subject to the quotas set under the import control system, if the importer wants the goods, he can obtain dollars just as easily as any other currency. Secondly, there seems to be a fair demand for a fairly wide variety of manufactured goods that Canada can supply. Finally, the export products of Iran include some that Canada is now buying indirectly and which Canadian importers may eventually wish to import direct.

United Kingdom and the Netherlands Conclude Trade Agreement

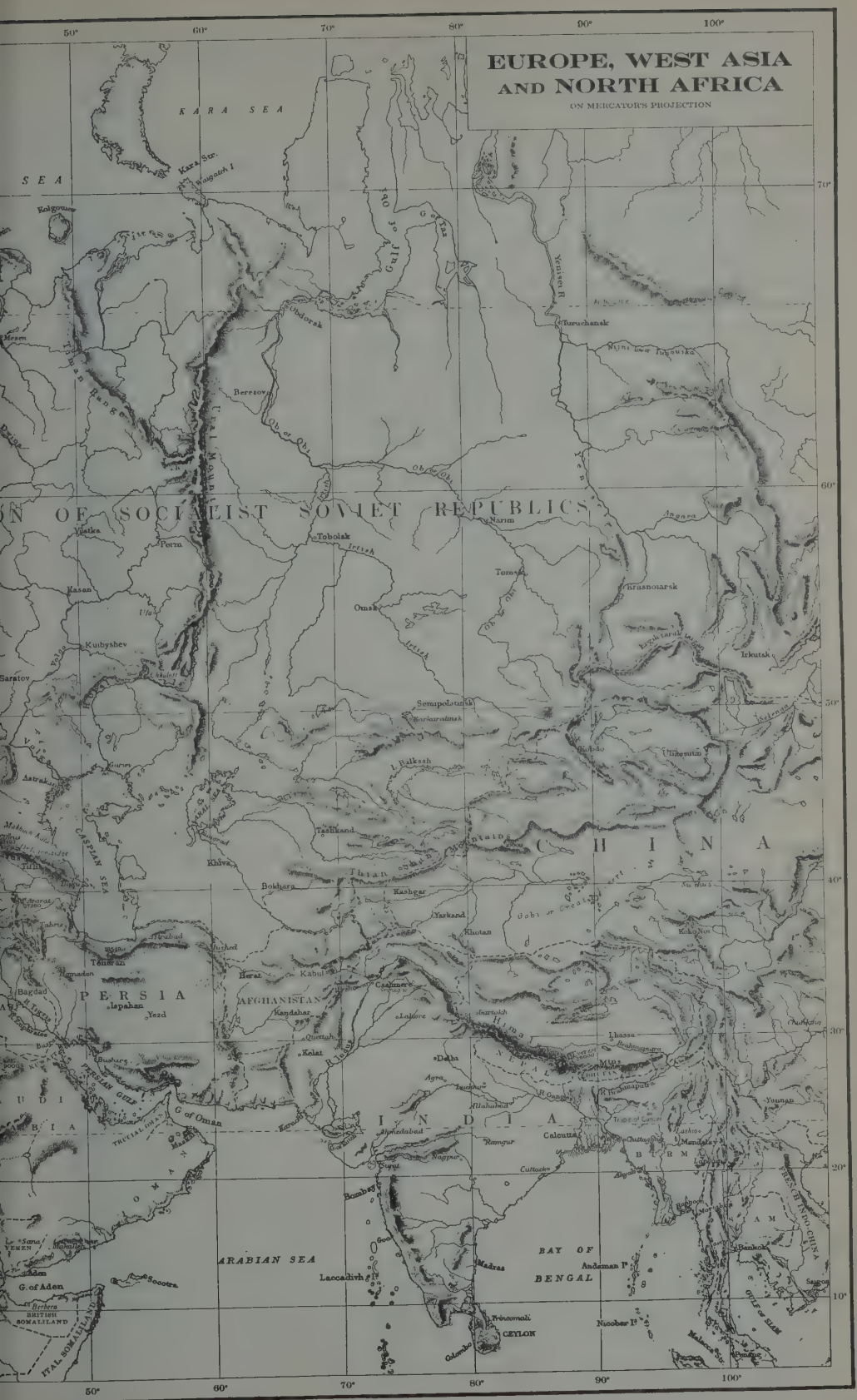
London, March 2, 1948.—(FTS)—The trade agreement just concluded between the United Kingdom and Netherlands Governments makes provision for a total trade exchange, not necessarily balanced, amounting to more than £70 million. This is an increase of 20 per cent over the 1947 figures.

According to an official statement, the United Kingdom will supply the Netherlands with coal, steel and other essential raw materials, while the Netherlands Government have agreed to relax their import restrictions on a wide range of British goods and to pay special regard to imports where the United Kingdom has a traditional interest in the Dutch market. In return the United Kingdom will receive from the Netherlands a considerable quantity of agricultural and dairy produce, eggs, cheese, bacon and potatoes, as well as straw-board and flax. The resumption of reciprocal tourist traffic is also provided for.

Map of Europe, West Asia and North Africa

Economists and businessmen throughout the world are at present devoting much attention to Europe, West Asia and North Africa, upon the healthy rehabilitation of which depends peace and prosperity for millions. Special consideration is being given to the European Recovery Program and closer commercial relations between Great Britain, France, Belgium, Luxembourg and the Netherlands. The development of trade with countries bordering on the Mediterranean, the Middle East, West Africa, India and Malaya is also held to be of paramount importance. In order that the geographical relationship of these areas, with some of their topographical features, may be considered, it has been decided to reproduce overleaf a map prepared by the Canadian Surveys and Mapping Bureau. As this was printed in 1942, it will be noted that some of the boundaries are not quite accurate at this time. However, it should serve a useful purpose in any study of conditions involving the territory concerned.

ARCTIC
GREENLAND
Jan Mayen I.
North Cape
DENMARK STRAIT
NORWEGIAN SEA
ICELAND
Reykjavik
Hekla
Arctic Circle
Faroe Is.
Shetland Is.
Orkney Is.
BRITISH ISLES
ATLANTIC OCEAN
NORTH SEA
Lofoten Is.
GULF OF BOTHNIA
BALTIC SEA
Helsinki
Leningrad
ESTONIA
LATVIA
LITHUANIA
Minsk
DENMARK
Copenhagen
Stockholm
Gothenburg
Aberdeen
Dundee
Edinburgh
Glasgow
Belfast
Dublin
EIRE
Liverpool
Manchester
Newcastle
Hull
Leeds
Sheffield
Birmingham
Norwich
Cardiff
Bristol
Plymouth
English Chan.
St. Nazaire
La Rochelle
B. of Biscay
Bordeaux
Nantes
Paris
Brest
Cherbourg
Le Havre
Amsterdam
Rotterdam
The Hague
Antwerp
Brussels
Ostend
Calais
Dunkerque
Boulogne
Dover
Hamburg
Bremen
Hannover
Berlin
Potsdam
Leipzig
Dresden
Frankfurt
Cologne
Essen
Dortmund
Kiel
Lübeck
Rostock
Stettin
Danzig
Gdynia
Warsaw
Brest-Litovsk
Lodz
Poznan
Breslau
Prague
Krakow
Munich
Nuremberg
Stuttgart
Strasbourg
Metz
Nancy
Lyons
Geneva
Berne
Zurich
Basle
Milan
Turin
Genoa
Corsica
Marseilles
Nice
Toulon
Montpellier
Perpignan
Carcassonne
Toulouse
Bayonne
Biarritz
Pau
Lourdes
Santander
Bilbao
C. Finisterre
Oporto
Lisbon
Madrid
Barcelona
Valencia
Saragossa
Majorca
Minorca
SPAIN
Azores or Western Is.
Sardinia
Rome
Naples
Messina
Palermo
Tunis
Bizerta
Sicily
Malta
Gibraltar
Str. of Gibraltar
SPANISH MOROCCO
Tangier
Casablanca
Rabat
Madeira Is.
MOROCCO
Marrakesh
Canary Is.
Fez
Oran
Algiers
Bône
Constantine
ALGERIA
Ghadames
Tripoli
Benghazi
G. of Sidra
Agedabia
Derna
Tobruk
Alexandria
Cairo
Port Said
Suez
Canal
Crete
Rhodes
Cyprus
Beirut
Damascus
Haifa
Jerusalem
Amman
Baghdad
Mosul
Aleppo
Palmyra
Homs
Tripoli
Latakia
Antioch
Adana
Mersina
Konya
Ankara
Eskisehir
Izmir
Smyrna
Istanbul
Bursa
Gallipoli
Dardanelles
Sea of Marmara
Black Sea
Sevastopol
Constanta
Odessa
Kherson
Dnepropetrovsk
Kiev
Pinsk
Brest-Litovsk
Lutsk
Rovno
Tarnopol
Lwow
Przemysl
Stanislawow
Kolomea
Czernowitz
Jassy
Bucharest
Ploesti
Galatz
Braila
Varna
Burgas
Sofia
Belgrade
Nish
Skopje
Salonika
Monastir
Durazzo
Valona
Corfu
Ionian Sea
Tyrrhenian Sea
Adriatic Sea
Trieste
Venice
Verona
Milan
Turin
Genoa
Florence
Pisa
Rome
Naples
Messina
Palermo
Catania
Syracuse
Tunis
Bizerta
Sfax
Gabes
Kairouan
Sousse
Tripoli
Misurata
Benghazi


EUROPE, WEST ASIA
AND NORTH AFRICA
ON MERCATOR'S PROJECTION
KARA SEA
SEA
Kara Str.
Wrangell I.
Kolguev
Mezen
Pechora R.
Gulf of Ob
Obdorsk
Ural Mts.
Berezov
Ob or Obi R.
Vaigats
Yenisei R.
Turuchansk
Yukonskoye
Ingara
Narim
Tobolsk
Irtish R.
Vietka
Perm
Kazan
Ufa R.
Kuibyshev
Volga R.
Saratov
Tomsk
Krasnoiarsk
Omsk
Irtish R.
Ob R.
Irkutsk
Lena R.
Semipolatinsk
Lake Balkash
Uliastai
Astrakhan
Caspian Sea
Tashkend
Khiva
Bokhara
Amu or Oxus R.
Kashgar
Yarkand
Khotan
Gobi or Shamo Desert
Koko Nor
CHINA
Tiflis
Black Sea
Caucasus Mts.
Tabriz
Mesopotamia
Tehran
Hamadan
Herat
Kabul
Kashmir
Bagdad
PERSIA
Ispahan
Yezd
AFGHANISTAN
Kandahar
Lahore
Kelat
Quetta
Lhasa
Delhi
Agra
Allahabad
Mirzapur
Yunnan
Persian Gulf
Bushire
Muscat
Gulf of Oman
Ahmedabad
Rangun
Calcutta
Cuttack
Nagpur
Surat
Bombay
Mandalay
BURMA
Gulf of Martaban
Gulf of Siam
Malacca Str.
Penang
Bangkok
Sanga
Mocha
Aden
Gulf of Aden
Socotra
ARABIAN SEA
Laccadive Is.
Madras
BAY OF
BENGAL
Andaman Is.
Nicobar Is.
Trincomali
CEYLON
Colombo
Berbera
BRITISH
SOMALILAND
ITAL. SOMALILAND
50°
60°
70°
80°
90°
100°
70°
60°
50°
40°
30°
20°
10°

Canadian Imports, by Commodities

Commodity	January			January-December		
	1938	1947	1948	1938	1946	1947
	(Millions of Dollars)					
Groups—						
Agricultural, Vegetable Products	8·2	24·0	24·5	125·1	310·8	356·3
Animals and Animal Products	1·9	6·5	8·1	25·2	64·2	86·9
Fibres, Textiles and Products	8·0	32·9	31·5	87·4	264·1	390·6
Wood, Wood Products and Paper	2·5	6·5	5·5	32·1	69·6	89·5
Iron and Products	12·8	48·8	65·6	162·6	491·1	762·4
Non-Ferrous Metals and Products	3·3	9·7	11·4	38·4	120·3	160·9
Non-Metallic Minerals, Products	7·7	26·6	40·1	121·7	332·6	452·2
Chemicals and Allied Products	2·1	7·9	9·6	35·2	92·9	113·1
Miscellaneous Commodities	3·2	10·9	9·9	49·6	181·7	162·1
TOTAL IMPORTS FOR CONSUMPTION	49·7	173·8	206·1	677·5	1,927·3	2,573·9
	(Thousands of Dollars)					
Agricultural, Vegetable Products—						
Fruits	1,254	7,709	3,858	20,948	95,496	77,477
Nuts	177	2,650	2,478	3,499	22,591	22,050
Vegetables	496	1,563	264	6,051	27,243	24,822
Grains and products	1,220	2,250	2,669	17,274	20,197	36,453
Sugar and products	704	1,857	2,434	20,581	39,879	57,420
Cocoa and chocolate	109	465	252	2,065	5,626	7,415
Coffee and chicory	425	447	2,239	3,932	16,162	14,382
Tea	771	542	2,129	9,570	10,208	20,655
Beverages, alcoholic	452	1,016	1,362	6,970	12,911	13,727
Gums and resins	97	343	445	1,404	5,635	6,183
Oils, vegetables	876	2,487	1,524	11,870	15,062	25,642
Rubber and products	825	1,034	3,276	11,290	20,079	28,730
Tobacco	57	210	250	2,251	3,364	3,184
Vegetables products, other	710	1,386	1,320	7,418	16,300	18,139
Total	8,173	23,959	24,500	125,121	310,753	356,278
Animals and Animal Products—	176	322	339	2,491	4,599	5,073
Fish and fishery products	559	1,862	3,374	5,651	27,292	22,451
Furs and products	319	1,488	943	2,936	3,651	12,011
Hides and skins, raw	210	615	527	2,612	4,182	6,574
Leather, unmanufactured	143	561	433	2,352	5,062	7,459
Leather, manufactured	73	163	1,114	938	4,685	13,728
Animal oils, fats, greases	403	1,466	1,329	8,247	14,766	19,613
Animals and products, other						
Total	1,883	6,477	8,058	25,227	64,237	86,909
Fibres, Textiles and Products—						
Cotton, raw and linters	1,165	5,316	8,189	13,237	44,397	60,481
Cotton products	1,480	12,000	5,895	16,298	74,761	119,413
Flax, hemp, jute and products	803	1,796	2,474	8,543	23,142	37,873
Silk and products	653	694	335	6,832	4,041	7,421
Wool, raw and unmanufactured	820	1,641	2,812	9,638	29,825	30,070
Wool products	1,786	4,487	5,688	15,547	34,744	54,393
Artificial silk and products	306	3,169	2,405	3,734	22,103	34,493
Textile products, other	1,030	3,784	3,656	13,165	31,108	46,446
Total	8,043	32,888	31,452	87,443	264,121	390,589
Wood, Wood Products and Paper—						
Wood, unmanufactured	428	958	552	5,050	8,586	16,898
Wood, manufactured	360	1,551	1,181	4,296	11,467	17,688
Paper	543	1,668	1,265	7,520	18,834	23,027
Books and printed matter	1,139	2,337	2,506	15,277	30,737	31,935
Total	2,470	6,515	5,504	32,143	69,623	89,548
Iron and Its Products—						
Iron ore	95	85	8	2,830	6,467	12,717
Scrap	62	193	937	857	2,163	4,197
Castings and forgings	164	652	736	2,574	7,445	8,598
Rolling mill products	1,642	5,282	6,842	25,470	53,376	77,970
Pipes, tubes and fittings	153	831	1,298	1,972	8,411	13,464
Wire and chain	235	686	876	1,992	5,563	9,413

Canadian Imports, by Commodities—*Concluded*

Commodity	January			January-December		
	1938	1947	1948	1938	1946	1947
	(Thousands of Dollars)					
Iron—Con..						
Farm implements and machinery	1,442	7,164	9,063	20,320	68,352	105,405
Hardware and cutlery	172	777	792	2,147	7,431	10,388
Household machinery	124	804	1,079	2,613	6,361	16,220
Mining, metallurgical machinery	223	598	1,328	5,261	6,432	12,205
Business, printing machinery	428	1,561	3,102	5,804	12,851	22,187
Other non-farm machinery	2,205	10,243	15,894	23,238	104,642	155,399
Tools	163	972	881	2,172	10,135	11,454
Autos, freight and passenger	1,061	3,902	1,004	12,720	31,702	69,540
Automobile parts	2,560	6,294	9,345	24,722	66,453	98,432
Other vehicles, chiefly iron	106	669	879	2,459	9,510	15,681
Engines and boilers	664	2,796	5,446	7,789	29,462	43,882
Cooking and heating apparatus	57	1,066	828	1,670	10,462	13,647
Iron products, other	1,252	4,238	5,146	15,944	43,851	61,558
Total	12,808	48,813	65,552	162,554	491,069	762,359
Non-Ferrous Metals and Products—						
Aluminium and products	257	653	640	4,899	14,693	17,183
Brass, copper, and products	295	1,052	949	3,170	9,454	13,121
Tin	190	31	46	2,258	6,109	6,820
Precious metals (except gold)	369	905	905	2,776	13,897	12,996
Clocks and watches	129	592	641	2,252	7,808	9,026
Electrical apparatus, n.o.p.	1,077	4,792	5,732	13,054	47,788	68,773
Non-ferrous products, other	955	1,699	2,513	9,987	20,532	33,008
Total	3,272	9,725	11,427	38,396	120,281	160,926
Non-Metallic Minerals, Products—						
Clay and products	593	1,676	2,310	7,660	17,825	24,059
Coal	2,864	9,317	12,497	35,826	120,354	138,950
Coal products	303	1,005	1,769	3,346	12,728	14,739
Glass and glassware	437	2,145	2,021	6,670	23,258	28,626
Petroleum, crude	1,700	7,070	13,716	40,972	89,471	127,459
Petroleum products, n.o.p.	653	2,679	5,032	14,635	34,272	79,735
Stone and products	752	1,434	1,095	6,880	14,676	18,357
Non-metallic products, other	379	1,279	1,698	5,733	20,027	20,273
Total	7,681	26,604	40,128	121,721	332,611	452,198
Chemicals and Allied Products—						
Acids	97	261	336	1,694	3,228	3,510
Cellulose products	131	469	403	1,719	6,554	5,457
Drugs and medicines	354	861	907	3,389	9,371	11,653
Dyeing and tanning materials	287	742	714	4,313	9,209	10,415
Fertilizers	91	293	508	3,873	4,561	6,585
Paints and varnishes	266	926	1,195	3,774	9,437	13,441
Inorganic chemicals, n.o.p.	433	839	1,153	7,908	12,564	13,787
Synthetic resins and products	70	1,451	1,384	980	14,519	16,304
Chemical products, other	415	2,066	2,992	7,556	23,431	31,933
Total	2,144	7,907	9,592	35,206	92,874	113,085
Miscellaneous Commodities—						
Films	120	204	209	1,318	2,418	2,828
Toys and sporting goods	86	352	124	2,446	4,885	7,639
Refrigerators and parts	49	535	519	1,080	5,201	12,134
Musical instruments	66	372	331	1,236	3,361	4,712
Scientific equipment	281	1,195	1,439	4,352	13,582	17,330
Aircraft and parts	208	1,177	859	2,883	9,448	12,284
Works of art	131	115	102	2,287	1,693	1,691
Canadian Tourists' purchases	287	603	41	8,715	9,125	15,870
Parcels of small value	334	2,106	785	4,428	14,460	24,529
Wax, mineral and vegetables	38	149	199	441	3,188	2,536
Miscellaneous consumer goods	361	966	509	5,251	14,694	14,009
Miscellaneous, other	818	1,317	2,571	9,133	17,337	23,848
Canadian goods returned	187	572	619	2,269	68,145	7,228
Non-commercial articles	281	1,231	1,556	3,801	14,173	15,414
Total	3,246	10,895	9,864	49,640	181,710	162,053

Export-Import Board of China Has Announced New Import Quotas

Cover fourth and fifth quarters from February to July, 1948 —Amount of foreign exchange allotted for import quotas reduced 30 per cent from fourth quarter as financial position deteriorated—Little change for most vital goods.

By L. M. Cosgrave, Commercial Counsellor for Canada

SHANGHAI, February 25, 1948.—Foreign exchange quotas for imports of commodities listed under Schedule II, consisting largely of raw materials, have just been announced by the Export-Import Board of China for the fifth and sixth quarters, covering the period February to July, 1948. The reasons given for the inclusion of the sixth quarter with the fifth quarter were that it would allow a comparatively longer stable period over the import situation and would correspond to the government budget. This, however, will not affect allocations of foreign exchange, which will continue on a quarterly basis.

The total amount of foreign exchange allotted for import quotas for the two quarters combined amounts to U.S.$73,476,000, representing a reduction of 30 per cent compared with the fourth quarter. It is stated that the curtailment was made necessary by the deterioration in China's financial position, necessitating further efforts by the Government to conserve foreign exchange.

Little Change Made in Quotas for Most Vital Goods

Little change has been made in the quotas for most vital goods, such as liquid fuel, wool, india-rubber, lubricating oil and tanning extracts, but imports of machine belting and hose and leather belting have not been provided for. A few items, including raw cotton, fertilizers, coal, rice, wheat and flour are temporarily not specified, as it is considered present stocks in the domestic market are sufficient, but quotas for these goods will be determined on the basis of actual needs as they arise.

A comparison of the quotas allocated for the fifth and sixth quarters, as compared with those for the fourth quarter, is given below:

Comparison of Chinese Import Quotas

	Fifth and Sixth Quarters	Fourth Quarter
Gasoline, naphtha and benzine, mineral	U.S.$ 5,000,000	U.S.$2,970,000
Liquid fuel (fuel oil)	18,000,000	9,050,000
Kerosene	3,500,000	2,000,000
Cotton, raw	(Temporarily not specified)	(Separately provided)
Rice, wheat and wheat flour	(Temporarily not specified)	7,000,000
Tobacco leaf	8,000,000	5,000,000
Jute, raw	600,000	400,000
Gunny bags	1,400,000	850,000
Coal and coke	Temporarily not specified)	500,000
Metals	7,000,000	4,500,000
Chemicals	4,000,000	2,600,000
Paper and wood-pulp	8,600,000	4,500,000
Timber	3,000,000	2,000,000
Wool, wool waste, and woollen yarn and thread	4,000,000	2,000,000

Comparison of Chinese Import Quotas—*Concluded*

	Fifth and Sixth Quarters	Fourth Quarter
Aniline dyes and other coal tar dyes, n.o.p.f., indigo artificial and sulphur black (including raw material for making sulphur black)	U.S.$ 3,600,000	U.S.$2,275,000
India-rubber, gutta-percha, and manufactures thereof	3,000,000	1,500,000
Lubricating oil	2,000,000	1,000,000
Grease, lubricating	160,000	80,000
Oils, fats and waxes, n.o.p.f.	1,000,000	820,000
Tanning extracts, vegetable, n.o.p.f.	216,000	108,000
Sulphate of ammonia, chile saltpetre and other fertilizers	(Temporarily not specified)	3,000,000
Artificial silk yarn	(Temporarily not specified)	565,000
Pharmaceuticals	400,000	600,000
Passenger motor-cars	500 units	....
Cinematographic films, developed, 1,600,000 metres	....	75,000
Total	U.S.$73,476,000	$53,393,000

When the quotas were announced, it was stated that the amount allocated for newsprint imports will remain the same in the fifth quarter as for the fourth quarter, but an adjustment will be made in the sixth quarter in accordance with the status of domestic production. Educational supplies and scientific apparatus not restricted under present import regulations may be imported to a maximum of U.S.$500,000 each.

Future of Mexico Greatly Depends on Ability to Produce Sufficient Food

Increased production of practically all grains, vegetables and fruits, as well as cotton, sugar cane, oilseeds and tobacco, is most important agricultural trend—Government pressing for greater production as means of helping to eliminate unfavourable trade balance.

By D. S. Cole, Commercial Counsellor, Canadian Embassy

(Editor's Note—This is the second in a series of three articles on economic, financial and commercial conditions in Mexico during 1947. The first appeared in the March 13th issue of *Foreign Trade*.)

MEXICO CITY, January 19, 1948.—Mexico's future still depends to a great extent on the nation's ability to grow sufficient food for its needs. As plans for industrialization are developed, the government is pressing for greater agricultural production as a means of helping to eliminate unfavourable balances of foreign trade. The most important trend in agriculture in Mexico is the increased production of practically all grains, vegetables and fruits, as well as cotton, sugar cane, oilseeds and tobacco. Sugar and rice have become important export commodities. Production of bananas and coffee is down. Despite increased wheat production and the slaughter of hogs, wheat and lard remain vital imports for Mexico.

Production of corn and wheat has risen above prewar averages, but Mexican wheat production is still below national requirements. Imports of wheat and flour in recent years have made up nearly one-half of requirements. Rice remains the only food-grain to be exported in quantity, even though the production of rice in most recent years has been barely sufficient for domestic needs.

Poor Crops of Beans in Past Two Years

Poor crops of beans in the last two years have been insufficient for national requirements, although production is above the prewar average. Production of garbanzos (chick peas) has risen and exports remain steady. Tomato production tripled during the war. Tomatoes have become an important export, averaging 100,000 tons annually to the United States in recent years, and about 27,000,000 pounds annually to Canada during 1944-46. Garlic, green peppers and green peas are becoming other important vegetable exports.

Fruit production in Mexico has increased by 75 per cent since the beginning of the war. Bananas have been an exception, having been exported during the war to the amount of less than one-third of prewar exports. Imports of apples and grapes and of fruit juices have increased in recent years, although they have been prohibited since July, 1947.

Consumption of beef remains steady, and that of pork is increasing. Exports of cattle, which increased rapidly before and during the war, have been made impossible by the incidence of hoof and mouth disease in Mexico. Imports of lard and animal fats generally increased greatly during the war. Imports of wool doubled during the war years, paralleling the expansion of the Mexican textile industry.

Cotton production increased by 25 per cent during the war, and exports have been heavy since 1943. Exports of henequen have declined since the end of the war, after being quadrupled during wartime. Ixtle fibre exports declined during the war as the exports of ixtle products increased, but both are now declining.

The production of sugar cane and refined sugar has increased steadily. The current crop may double the prewar average and refined sugar will become an import product for export during this year. Exports of chicle, vegetable wax and guayule rubber, which increased greatly during the war, are now declining.

Oil seed production and export climbed sharply during the war, and are being maintained. Imports of copra are increasing, chiefly from the Philippines.

Mexican Crop Conditions, November, 1947

	1945-46	1946-47
	(Thousands of metric tons)	
Corn (1)	2,383	2,200
Wheat	369	425
Rice (1), (2)	138	149
Oats	25	28
Alfalfa (1)	2,126	2,200
Cotton (1), (3)	452	490
Beans	162	139
Garbanzos	106	111
Tomatoes	225	238
Potatoes (1)	124	125
Garlic (1)	8	7
Onions (1)	29	30
Sugar	534	635
Cattle (1), (4)	1,879	1,840
Hogs (1), (4)	1,777	1,950
Lard (1)	32	35

(1) 1946 compared with 1947.
(2) Paddy.
(3) Thousands of bales.
(4) 1,000 head slaughtered.

Estimates for three important 1947-48 crops are available: beans, 155,000 metric tons; tomatoes, 220,000 metric tons; and sugar, 675,000 metric tons.

Sawn Lumber Production in New Zealand Sets All-Time Record

Labour situation difficult despite improvement in wages and working conditions—Production and sales of electric power substantially increased—Fifty-six per cent of power for domestic use and 44 per cent for industrial purposes.

By P. V. McLane, Commercial Secretary for Canada

(Editor's Note—This is the third in a series of articles on economic conditions in New Zealand in 1947, prepared for publication in *Foreign Trade*. The first two appeared in the March 6th and March 13th issues.)

WELLINGTON, February 1, 1948.—Production of sawn lumber in New Zealand during the twelve months ended March 31, 1947, totalled 357,000,000 board feet, an all-time record. This figure is 13,000,000 board feet larger than for the preceding year and 4,000,000 board feet greater than for the previous record year, 1925-26. Exotic timber production increased from 99,000,000 to 115,000,000 board feet, which is 32 per cent of the twelve-month total for this country. Insignis pine, with some other pines, accounted for 13,000,000 board feet.

Of the indigenous species, rimu declined by 3,000,000 feet, Kahikatea by 4,000,000 and totara by 1,000,000 feet, Matai at 18,000,000 feet was much the same as for the past five years. Tawa production had been rising since 1939, when imports of special-purpose furniture timbers virtually ceased. During the year under review its production rose from 5,000,000 to 8,000,000 feet. Despite improvements in working conditions and wages, the labour supply position was still difficult. The number of returned men rejoining the industry has been short of expectations, which is ascribed to the demand for labour in the cities and to the general lack of accommodation at the sawmills. It was stated that the previous year's estimate of the additional labour requirements of between 1,500 and 2,000 men was still applicable.

Production and Consumption of Electric Power Increased

In only partial satisfaction of the continually increasing demand for power, public-supply authorities generated 156,000,000 units more in 1946-47 than in 1945-46, bringing total generation for the later year to the new record figure of 2,521,000,000 units. Contributions from other sources (freezing-works, woollen-mills, etc.) rose from 2,000,000 to 7,000,000 units. The total available in 1946-47 was 2,528,000,000 units as against 2,367,000,000 units in 1945-46, an increase of 6·8 per cent. Retail sales totalled 1,998,000,000 units, 5·6 per cent higher than the 1945-46 figure of 1,891,000,000, and units used in station auxiliaries, supplied free of charge, etc., amounted to 21,000,000. Transmission and distribution losses were consequently 509,000,000 units, or 20 per cent of total generation and purchases, as compared with 19 per cent in 1945-46. The higher loss is attributable partly to the heavier loads carried on the lines and partly to longer transmission. At times the acute water shortage necessitated the switching of loads to those stations having currently the best hydraulic conditions.

The only major increase in generating plant during 1946-47 was the addition of the last unit at Arapuni of 21,588-kw. capacity. The first

unit at Karapiro of 30,000-kw. capacity did not come into operation until April, 1947, as a result of which the Horahora station had to be closed down.

Power Sales 56 Per Cent Domestic and 44 Per Cent Industrial

Of the total retail sales of power, 56 per cent was for domestic use and 44 per cent for commercial and industrial purposes. Water-heating for domestic, commercial and dairy use accounted for one-third of the total power sold. In respect of the power sales, it should be noted that authorities have not been able to supply accurate and detailed analyses in all years. Year-to-year comparisons of power sales for particular purposes are, therefore, to some extent inaccurate.

The number of retail consumers increased during the year by 7,362, as against the previous year's increase of 12,336. Units sold per consumer continued to advance, from 3,890 to 4,048.

Imports of Commercial Publications Into Bizonal Germany Authorized

Manufacturers in export-import industries may subscribe to commercial, financial, trade or economic publications for up-to-date information on styling, pricing and merchandising.

FRANKFURT, February 18, 1948.—(FTS)—The Joint Export-Import Agency (JEIA) has announced that German manufacturers in export-import industries in the Bizonal area are now authorized to subscribe to foreign commercial and financial periodicals for up-to-date information on styling, pricing and merchandising.

Recognizing a long-felt need, JEIA officials have allocated a sum of $100,000 to be divided among the Laender of the U.S. and British Zones, Bremen, Hamburg and the U.S./U.K. sectors of Berlin. German exporters are able, in addition, to utilize incentive (Bonus "A") funds, consisting of 5 per cent of foreign exchange proceeds accruing from export deliveries, for new subscriptions and renewals. In each land one general import licence covering the total amount of money allocated will be issued by the JEIA Branch Office to a German subscription agency selected by the Land Economics Ministry to represent the Land. This agent will be responsible for collecting all orders for publications within the Land, for obtaining approval for their imports from the Land Economics Ministry and, finally, for placing the order with the foreign supplier. Manufacturing firms engaged in foreign trade and export-import organizations desiring to take advantage of this program must place their subscriptions for foreign commercial publications with this German subscription agency. The names of such subscription agencies will be announced in the near future by JEIA Branch Offices.

May be Placed for Any Commercial, Financial, Trade or Economic Publication

Subscriptions may be placed for any commercial, financial, trade, or economic publication. Publications may be obtained from any country in the world except Spain and Japan. The number of individual subscriptions which may be placed by any one person or firm may be restricted at the discretion of the Land Economics Ministry and will vary according to the needs of the subscriber and the contribution which he has made to the sale of exports.

After the subscription has been approved by the Land Economics Ministry, the subscription agency will place orders with foreign suppliers for a year's subscription to the approved publication. Publications will be mailed directly to the subscriber through the reichspost. Invoices for foreign exchange payment will be sent by the foreign suppliers to the German subscription agency, which will use them as a basis for reichmark payment to his local foreign trade bank. After reichmark payment has been certified by the foreign trade bank, the invoices will be forwarded to the JEIA for exchange payment to the foreign supplier. The bi-zone subscriber will be billed in reichmarks by the subscription agency at prices established by the local price control authorities.

Great Britain Buys Large Supply Of Foodstuffs From Argentina

"Andes Agreement" considered one of most important concluded in some time—Purchases comprise 420,000 tons of meat, 1,350,000 tons of coarse grains and 140,000 tons of fats and oils—United Kingdom will make advance payment of £100,000,000, and receive £150,000,000 as part payment for British railways.

By A. E. Bryan, Commercial Counsellor for Canada

LONDON, February 13, 1948.—Under the "Andes Agreement", signed yesterday by Great Britain and Argentina in Buenos Aires, the latter undertakes to supply the United Kingdom with 420,000 tons of meat, 1,350,000 tons of coarse grain and 140,000 tons of fats and oils, much of it oilseed and oilcake for feeding cattle, during the coming year. This is undoubtedly the most important food agreement concluded by Great Britain for some time. Purchases will be made through the Ministry of Food, and Argentina will sell her products through the Argentine Institute for Promotion of Trade. The United Kingdom will make a single cash payment of £10,000,000, as a contribution to the increase in Argentine production.

Britain will supply during 1948 certain goods specially requested by Argentina, and these will be bought and sold through the usual commercial channels. Britain will do everything possible to ensure fulfilment of these contracts. Both Britain and Argentina will grant import and export permits without delay or hindrance.

Agreement Includes Sale of British-owned Railways

Britain will pay £100,000,000 in advance to the account of the Argentine Institute for goods purchased. Payment on account in connection with the purchase of the British-owned railway companies in Argentina will be transferred to the Argentine Central Bank's account at the Bank of England, and the Central Bank, on receipt of payment, will give instructions, in the name of the Argentine Government and the Argentine Institute for Promotion of Trade, for the Bank of England to transfer £150,000,000 to the British-owned railway companies, whose assets in Argentina are being taken over by the Argentine Government on March 1 next, in accordance with the purchase agreement of February 13, 1947.

If by March 31, 1949, the £100,000,000 advance payment has not been covered by shipments of goods, Argentina will repay Britain the balance outstanding. Argentina will pay annual interest of one-half of one per cent on this advance.

British Goods Accorded Most-favoured-nation Treatment

Quality, price and time of delivery being equal, Argentina will give preference to British equipment and services which are subject to official allocation, and in matters of exchange permits and import control, Argentina will give most-favoured-nation treatment to British goods. Argentina will grant exchange permits up to £10,000,000 to import, during 1948, British goods which are restricted under her present control regulations.

All payments between Argentina and the United Kingdom will continue to be made in sterling, and the Argentine Central Bank will fix exchange rates for sterling on the basis of the mean Bank of England official rate for the United States dollar.

British Purchases Include Coarse Grains, Fats and Oils

British purchases under the agreement are said to include 1,272,000 metric tons of maize, with option to replace 300,000 tons of maize with an equal amount of barley if barley is available at a price to be fixed; 85,000 metric tons of bran; 20,000 metric tons of linseed oil; 100,000 metric tons of oilseed cake and meal; 8,000 metric tons of mixed edible tallow; 12,000 metric tons of industrial tallow; 10,000 metric tons of pig lard; 400,000 long tons of frozen meat and corresponding offals (weight includes bones or equivalent); and 20,000 long tons of boneless canned beef and mutton.

Argentina Obtains Petroleum Products, Steel and Machinery

Deliveries to Argentina will include: 2,585,160 cubic metres of petroleum products, which include 1.785,000 cubic metres of fuel oil, 11,400 cubic metres of aviation petrol, 272,100 cubic metres of petrol, 8,380 cubic metres of paraffin, 6,680 cubic metres of gas oil, 36,200 cubic metres of diesel oil, 13,000 cubic metres of lubricating oil and 452,400 cubic metres of raw petroleum, also 1,000,000 tons of coal; 75,000 tons of finished and semi-finished steel; 2,300 tons of steel panels for bridges; 34,000 tons of tinplate (of this quantity, up to 26,000 tons must be used for canning food for Britain); 2,000 tons of zinc sheets; 1,000 tons of tin; 1,000 tons of finished and semi-finished lead; 1,000 tons of asbestos; 10,000 tons of agricultural machinery and implements; 100 tons of cutlery; 50 tons of rustless steel; 16,500 tons of caustic soda (certain quantities of other chemical products are also included).

Export Permits Required for Caustic Soda and Soda Ash

Effective on and after March 2, 1948, export permits will be required for the shipment of caustic soda (sodium hydroxide) and soda ash (sodium carbonate) from Canada.

Vegetable Production in Trinidad and British Guiana Expanding

Port of Spain, March 3, 1948.—(FTS)—Both Trinidad and British Guiana are experiencing a rapid growth in the production of ground provisions. In the latter colony the crop in 1947 amounted to 11·2 million pounds as compared with 9·3 millions in the previous year. The industry is growing so rapidly in Trinidad that the Department of Agriculture is hopeful that supplies soon will be available for export not only to neighbouring British Colonies but also to the highly industrialized Dutch territory of Curaçao.

Trade and Tariff Regulations

Import Declaration Required for Netherlands East Indies

According to information received from the Netherlands Consul-General for Canada, no goods shipped after February 29, 1948, will be permitted to enter the Netherlands East Indies without an import declaration, with the understanding that any shipments covered by a foreign exchange permit will be permitted to enter until April 30, 1948.

The instruction arises from a foreign exchange regulation, effective January 1, 1948, whereby importers must obtain an import declaration from the Bureau of Supplies, to be submitted to the customs offices at the port of entry before they can take possession of the goods. As noted above, an exemption is allowed in the case of shipments covered by a foreign exchange permit, which are allowed to enter until April 30, 1948.

It is suggested that, in order to avoid the return of any goods, shippers to the Netherlands East Indies consult their agents there in case of doubt in regards the admissibility of any shipment.

Columbia Suspends Excess Shipping Privilege

Bogotá, March 9, 1948.—(FTS)—The Colombian Exchange Control office has announced that, as from March 10, the privilege of shipping merchandise up to 10 per cent in excess of that covered by the licence has been suspended.

Increased Sugar Production in the French West Indies Planned

Port of Spain, March 3, 1948.—(FTS)—Long-range plans for the development of Martinique and Guadeloupe call for an increase in sugar production from the present level of 50,000 tons to 200,000 tons per annum. Part of a 10-year program, calling for the expenditure of the equivalent of approximately $32 million Canadian by the French Government, it is hoped to reach this higher level of production within five years. The sugar will continue to be sold in France under the terms of a contract which has been in effect for sometime and shortly will be renewed.

Annual Report of Deputy Minister

Copies of the Annual Report of the Deputy Minister, Department of Trade and Commerce, for the year ended March 31, 1947, may be obtained on application to the King's Printer, Government Printing Bureau, Ottawa, for 25 cents a copy. Besides indicating activities of the various divisions of the Foreign Trade Service, and allied agencies engaged in the development of foreign trade, this report contains a number of statistical tables that should be of use to exporters and importers, supplemented by fourteen trade charts. The report lists the trade agreements in force, outlines wheat and grain procurement operations, and gives statistics relating to the Board of Grain Commissioners.

Of particular interest to ship operators and shippers is the list of vessels comprising Canada's mercantile marine. This shows the name of the ship, its former name, gross tonnage and the owner, with the address of each.

Ocean-Going Sailing Schedules

Information contained in the following list of sailings, such as destination, port of departure, loading date, name of ship and operator, is furnished by steamship companies and agents concerned. This is the latest available and subject to change after *Foreign Trade* has gone to press, particularly as this relates to the loading date and name of vessel.

The loading date and name of ship are not indicated in some instances, due to the fact that on certain routes information available is not sufficiently definite to mention the steamer that will be placed on a berth for the destination shown. The name of the probable operator is given, however, and exporters should seek further particulars from the operator or agent indicated.

Departures from Montreal

*Calls at Halifax about two days later.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenço Marques..	April 25–30	*Cumberland County*	March Shipping
Africa-South—			
Cape Town.....			
Port Elizabeth.....	April 25–30	*Cumberland County*	March Shipping
East London.....			
Durban.....			
Australia—			
Brisbane.....			
Sydney.....	April 20–30	*A Ship*	Montreal Australia New Zealand Line
Melbourne.....			
Adelaide.....			
Belgium—			
Antwerp.....	Apr. 27–May 5	*Marchcape*	March Shipping
Antwerp.....	Late April	*Beaconsfield*	Cunard Donaldson
Ceylon—			
Colombo.....	April 20–25	*Riverside*	March Shipping
Colombo.....	April 20–25	*Daghestan*	McLean Kennedy
Colombo.....	May 5–10	*Dan-y-Bryn*	McLean Kennedy
China—			
Shanghai.....	April 20–25	*Riverside*	March Shipping
Shanghai.....	May 1–4	*Priam*	Cunard Donaldson
Denmark—			
Copenhagen.....	Apr.–May	*A Ship*	Swedish American
Egypt—			
Alexandria.....			
Port Said.....	April 24–27	*Mentor*	Cunard Donaldson
Suez.....			
Alexandria.....	April 20–25	*Daghestan*	McLean Kennedy
Port Said.....	May 5–10	*Dan-y-Bryn*	McLean Kennedy
Eire—			
Dublin.....	April 24–29	*Lord O'Neill*	McLean Kennedy
Finland—			
Helsinki.....	Apr.–May	*A Ship*	Swedish American
France—			
Le Havre.....	Apr. 27–May 5	*Marchcape*	March Shipping

Departures from Montreal—*Continued*

Destination	Loading Date	Vessel	Operator or Agent
Germany—			
Hamburg	Late April	*Beaconsfield*	Cunard Donaldson
Hong Kong	April 20–25	*Riverside*	March Shipping
	May 1–4	*Priam*	Cunard Donaldson
India—			
Bombay, Madras, Calcutta	April 20–25	*Riverside*	March Shipping
Bombay	April 20–25	*Daghestan*	McLean Kennedy
Karachi, Madras, Calcutta	May 5–10	*Dan-y-Bryn*	McLean Kennedy
Newfoundland—			
Saint John's	April 17–21	*Leecliffe Hall*	Clarke Steamships
Malaya—			
Penang, Port Swettenham	April 24–27	*Mentor*	Cunard Donaldson
Netherlands—			
Amsterdam, Rotterdam	Late April	*Beaconsfield*	Cunard Donaldson
Netherlands East Indies—			
Batavia, Cheribon, Samarang, Soerabaya	April 24–27	*Mentor*	Cunard Donaldson
New Zealand—			
Auckland, Wellington, Lytellton, Dunedin	Late April	*A Ship*	Montreal Australia New Zealand Line
Northern Ireland—			
Belfast	April 24–29	*Lord O'Neill*	McLean Kennedy
Norway—			
Oslo, Kristiansand, Stavanger, Bergen	Apr.–May	*A Ship*	Swedish American
Philippines—			
Manila	May 1–4	*Priam*	Cunard Donaldson
Poland—			
Gdansk	Apr.–May	*A Ship*	Swedish American
Singapore	April 20–25	*Riverside*	March Shipping
	April 24–27	*Mentor*	Cunard Donaldson
Sweden—			
Gothenburg, Malmo, Norrkoping, Stockholm	Apr.–May	*A Ship*	Swedish American
United Kingdom—			
Avonmouth	April 23–30	*Dorelian* (r)	Cunard Donaldson
Avonmouth	April 26–May 1	*Montreal City*	Furness Withy
Glasgow	April 24–30	*Laurentia*	Cunard Donaldson
Hull	April 19–24	*Marengo* (r)	McLean Kennedy
Liverpool	April 24–29	*Lord O'Neill*	McLean Kennedy
Liverpool	April 25–30	*Fort Musquarro*	Cunard Donaldson
London	April 20–26	*Fort Ticonderoga*	Cunard Donaldson
Manchester	April 19–24	*Manchester Shipper* (r)	Furness Withy
Manchester	Apr. 26–May 1	*Manchester City* (r)	Furness Withy

Departures from Montreal—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
West Indies—			
Antigua, Barbados, Bermuda, British Guiana	April 26–30	**Canadian Constructor* (r)	Canadian National
Grenada	Apr. 27–May 6	*A Ship*	Alcoa Steamships
St. Kitts, St. Lucia, St. Vincent, Trinidad	May 11–20	*A Ship*	Alcoa Steamships
Dominica, Montserrat	April 26–30	**Canadian Constructor* (r)	Canadian National
Bahamas, Jamaica	April 27–30	**Canadian Observer* (r)	Canadian National

Departures from Halifax

*Sails from Saint John about three days earlier.
(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenço Marques	March 23–27	*Digby County*	March Shipping
Africa-South—			
Cape Town, Port Elizabeth, East London, Durban	March 23–27	*Digby County*	March Shipping
Argentina—			
Buenos Aires	March 22–26	*Royal Prince*	Furness Withy
Belgian Congo—			
Matadi	March 23–27	*Digby County*	March Shipping
Belgium—			
Antwerp	March 23–29	*Sein*	Furness Withy
Brazil—			
Rio de Janeiro, Santos	March 22–26	*Royal Prince*	Furness Withy
China—			
Shanghai	March 27–30	*Agamemnon*	Cunard Donaldson
Shanghai	April 20–26	*Bayside*	March Shipping
Cuba—			
Santiago	March 20–24	*Lake Traverse*	Pickford & Black
Santiago	April 8–12	*Dufferin Bell*	Pickford & Black
Egypt—			
Alexandria, Port Said, Suez	March 20–30	*Talthybius*	Cunard Donaldson
Gibraltar	March 18–25	*Mont Gaspe*	Montreal Shipping
	Mar. 31–Apr. 12	*Blue Master*	March Shipping
Greece—			
Piraeus	March 18–25	*Mont Gaspe*	Montreal Shipping
	Mar. 31–Apr. 12	*Blue Master*	March Shipping
Hong Kong	March 27–30	*Agamemnon*	Cunard Donaldson
Italy—			
West Coast Ports	March 18–25	*Mont Gaspe*	Montreal Shipping
Genoa, Naples	Mar. 31–Apr. 12	*Blue Master*	March Shipping

Departures from Halifax—*Continued*

Destination	Loading Date	Vessel	Operator or Agent
Malaya—			
Penang	March 20–30	*Talthybius*	Cunard Donaldson
Port Swettenham	March 21–25	*Cape San Diego*	Pickford and Black
	April 16–19	*Trinity Victory*	Isthmian Steamships
Malta	March 18–25	*Mont Gaspe*	Montreal Shipping
Mediterranean—			
Central and Western Areas	March 18–25	*Mont Gaspe*	Montreal Shipping
	Mar. 31–April 21	*Blue Master*	Montreal Shipping
Netherlands East Indies—			
Batavia, Cheribon, Samarang, Soerabaya	March 20–30	*Talthybius*	Cunard Donaldson
Batavia, Soerabaya	March 21–25	*Cape San Diego*	Isthmian Steamships
	April 16–19	*Trinity Victory*	Isthmian Steamships
Newfoundland—			
Saint John's	March 21–23	*Mayhaven*	Shaw Steamships
Saint John's	March 23–26	*Fort Townshend*	Furness Withy
Saint John's	March 27–30	*Island Connector*	Newfoundland Canada
Saint John's	Mar. 27–31	*Miss Glenburnie*	Rowlings Limited
Saint John's	Mar. 29–Apr. 1	*Blue Peter II* (r)	Montreal Shipping
Saint John's	Mar. 29–Apr. 1	*Newfoundland*	Furness Withy
Saint John's	Mar. 30–Apr. 2	*Fort Amherst*	Furness Withy
Saint John's	April 3–5	*Mayhaven*	Shaw Steamships
Saint John's	April 6–9	*Island Connector*	Furness Withy
Saint John's	April 12–15	*Blue Peter II* (r)	Montreal Shipping
Saint John's	April 13–17	*Nova Scotia*	Furness Withy
Saint John's	April 17–19	*Mayhaven*	Shaw Steamships
Philippines—			
Manila	March 27–30	*Agamemnon*	Cunard Donaldson
Poland—			
Gdynia	March 31	*Mont Rolland*	Montreal Shipping
Portugal—			
Lisbon	March 25	*Mont Gaspe*	Montreal Shipping
St. Pierre et Miquelon	March 21–23	*Mayhaven*	Shaw Steamships
Siam—			
Bangkok	April 16–19	*Trinity Victory*	Isthmian Steamships
Singapore	March 20–30	*Talthybius*	Cunard Donaldson
	March 21–25	*Cape San Diego*	Pickford and Black
	April 16–19	*Trinity Victory*	Isthmian Steamships
Trieste	March 18–25	*Mont Gaspe*	Montreal Shipping
United Kingdom—			
Avonmouth	April 4–6	**Norwegian*	Cunard Donaldson
Liverpool	Mar. 29–Apr. 31	*Newfoundland*	Furness Withy
Liverpool	April 7	**Empress of Canada* (r)	Canadian Pacific
Liverpool	April 9–14	*Ascania* (r)	Cunard Donaldson
Liverpool	April 13–17	*Nova Scotia*	Furness Withy
Southampton	March 24	*Aquitania*	Cunard Donaldson
Uruguay—			
Montevideo	March 22–26	*Royal Prince*	Furness Withy
West Indies—			
Antigua, Barbados, Bermuda, British Guiana, Grenada, St. Kitts, St. Lucia, St. Vincent, Trinidad	Mar. 23–Apr. 1	*Alcoa Ranger* (r)	Alcoa Steamships
	Mar. 26–Apr. 3	**Lady Nelson* (r)	Canadian National
	April 10–19	*Alcoa Runner*	Alcoa Steamships
	April 12–20	**Lady Rodney*	Canadian National
	May 7–9	*A Ship*	Alcoa Steamships
	May 21–23	*A Ship*	Alcoa Steamships

Departures from Halifax—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
West Indies—Con.			
Bahamas	Mar. 25–Apr. 1	*Canadian Cruiser* (r)	Canadian National
Jamaica	April 8–15	*Canadian Challenger* (r)	Canadian National
Bermuda	Mar. 29–Apr. 1	*Fort Townshend*	Furness Withy
Dominica	Mar. 26–Apr. 3	**Lady Nelson* (r)	Canadian National
Montserrat	April 12–20	**Lady Rodney* (r)	Canadian National
Jamaica	March 20–22	*Lake Traverse*	Pickford and Black
	April 8–12	*Dufferin Bell*	Pickford and Black

Departures from Saint John

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—	March 15–25	*Cargill*	Elder Dempster
Lourenço Marques	April 1–10	*Cottrell*	Elder Dempster
	April 15–25	*Kawartha Park*	Elder Dempster
Africa-South—			
Cape Town	March 15–25	*Cargill*	Elder Dempster
Port Elizabeth	April 1–10	*Cottrell*	Elder Dempster
East London	April 15–25	*Kawartha Park*	Elder Dempster
Durban			
Australia—			
Melbourne			
Sydney			
Brisbane	March 22–31	*City of Bristol*	Montreal Australia
Geelong			New Zealand Line
Adelaide			
Melbourne			
Sydney	April 20	*A Ship*	Montreal Australia
Brisbane			New Zealand Line
Adelaide			
Belgium—			
Antwerp	Mar. 27–Apr. 2	*Mont Rolland*	Montreal Shipping
Antwerp	Mar. 29–Apr. 3	*Brant County*	Canada Steamships
Antwerp	April 1–8	*Beckenham*	Cunard Donaldson
Antwerp	April 2	*Prins Willem II*	Shipping Limited
Antwerp	April 8–15	*Mont Sandra*	Montreal Shipping
Ceylon—			
Colombo	April 5–10	*City of Lyons*	McLean Kennedy
Colombo	April	*A Ship*	Isthmian Steamships
China—			
Shanghai	March 23–27	*City of Lucknow*	McLean Kennedy
Shanghai	April 10–15	*City of Rochester*	McLean Kennedy
Colombia—			
Barranquilla	April 13–18	*Benny* (r)	Saguenay Terminals
Barranquilla	Apr. 30–May 4	*Shakespeare Park*	Saguenay Terminals
Dominican Republic—			
Ciudad Trujillo	March 20–25	*Norness*	Saguenay Terminals
Ciudad Trujillo	Apr. 30–May 4	*Shakespeare Park*	Saguenay Terminals
Egypt—			
Alexandria	April 5–10	*City of Lyons*	McLean Kennedy
Port Said			
Eire—			
Dublin	March 26–31	*Lord Glentoran*	McLean Kennedy
Dublin	April 10–15	*Fanad Head*	McLean Kennedy
Dublin	April 12	*Irish Spruce*	Shipping Limited
Cork			

Departures from Saint John—*Continued*

Destination	Loading Date	Vessel	Operator or Agent
France—			
Le Havre	Mar. 27–Apr. 2	*Mont Rolland*	Montreal Shipping
Le Havre	Mar. 29–Apr. 3	*Brant County*	Canada Steamships
Le Havre	April 8–15	*Mont Sandra*	Montreal Shipping
Germany—			
Hamburg	Mar. 27–Apr. 2	*Mont Rolland*	Montreal Shipping
Hamburg	April 1–8	*Beckenham*	Cunard Donaldson
Hamburg	April 8–15	*Mont Sandra*	Montreal Shipping
Haiti—			
Port au Prince	March 20–25	*Norness*	Saguenay Terminals
Port au Prince	Apr. 30–May 4	*Shakespeare Park*	Saguenay Terminals
Hong Kong	March 23–27	*City of Lucknow*	McLean Kennedy
	April 10–15	*City of Rochester*	McLean Kennedy
India and Pakistan—			
Karachi, Bombay, Calcutta, Madras	April 5–10	*City of Lyons*	McLean Kennedy
Bombay, Calcutta	April	*A Ship*	Isthmian Steamships
Mexico—			
Veracruz	April 21	*Federal Pioneer*	McLean Kennedy
Netherlands—			
Rotterdam	Mar. 27–Apr. 2	*Mont Rolland*	Montreal Shipping
Rotterdam	Mar. 29–Apr. 3	*Brant County*	Canada Steamships
Rotterdam	April 8–15	*Mont Sandra*	Montreal Shipping
Rotterdam	April 1–8	*Beckenham*	Cunard Donaldson
Amsterdam	April 2	*Prins Willem II*	Shipping Limited
Netherlands West Indies—			
Curaçao	April 13–18	*Benny* (r)	Saguenay Terminals
New Zealand—			
Auckland, Wellington, Lyttelton, Dunedin, Bluff	April 9–16	*Ottawa Valley*	Montreal Australia New Zealand Line
Northern Ireland—			
Belfast	March 26–31	*Lord Glentoran*	McLean Kennedy
Belfast	April 10–15	*Fanad Head*	McLean Kennedy
Norway—			
Oslo, Kristiansand, Stavanger, Bergen	March 22	*Lyngenfjord*	March Shipping
	April 14–15	*Ranenfjord*	March Shipping
Philippines—			
Manila	March 23–27	*City of Lucknow*	McLean Kennedy
Manila	April 10–15	*City of Rochester*	McLean Kennedy
Poland—			
Gdynia	Mar. 27–Apr. 2	*Mont Rolland*	Montreal Shipping
United Kingdom—			
Avonmouth	Mar. 30–Apr. 3	*Norwegian*	Cunard Donaldson
Avonmouth	April 6–13	*Delilian* (r)	Cunard Donaldson
Avonmouth	April 13–20	*Salacia* (r)	Cunard Donaldson
Glasgow	March 17–22	*Moveria* (r)	Cunard Donaldson
Glasgow	April 6–13	*Delilian* (r)	Cunard Donaldson
Glasgow	April 9–16	*Carmia*	Cunard Donaldson
Hull	March 22–26	*Consuelo* (r)	McLean Kennedy
Leith	March 22–27	*Cairnavon*	Furness Withy
Leith	April 6–10	*Cairnvalona*	Furness Withy

Departures from Saint John—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom— Con.			
Liverpool	March 26–31	*Lord Glentoran*	McLean Kennedy
Liverpool	Mar. 26–Apr. 1	*Beaverford*	Canadian Pacific
Liverpool	Mar. 29–Apr. 7	*Port Sydney* (r)	Cunard Donaldson
Liverpool	Mar. 31–Apr. 5	*Empress of Canada* (r)	Canadian Pacific
Liverpool	April 9–15	*Hillcrest Park*	Cunard Donaldson
Liverpool	April 10–15	*Fanad Head*	McLean Kennedy
London	March 22–30	*Asia* (r)	Cunard Donaldson
London	March 24–30	*Beavercove* (r)	Canadian Pacific
London	April 8–15	*Arabia* (r)	Cunard Donaldson
Manchester	March 22–27	*Manchester Regiment* (r)	Furness Withy
Manchester	Mar. 29–Apr. 3	*Manchester Progress* (r)	Furness Withy
Manchester	April 5–10	*Manchester Trader* (r)	Furness Withy
Newcastle	March 22–27	*Cairnavon*	Furness Withy
Newcastle	April 6–10	*Cairnvalona*	Furness Withy
West Indies—			
British Guiana	March 20–25	*Norness*	Saguenay Terminals
Venezuela—			
La Guaira	April 13–18	*Benny* (r)	Saguenay Terminals
Maracaibo	Apr. 30–May 4	*Shakespeare Park*	Saguenay Terminals
La Guaira	March 20–25	*Norness*	Saguenay Terminals
Puerto Cabello			

Departures from Vancouver

Ships listed under "Departures from Vancouver" may possibly be loading in addition at New Westminster. Exporters should communicate with agents in Vancouver to obtain information concerning loading dates, berths, available cargo space and rates.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenço Marques	March 14–31	*Lake Okanagan*	North Pacific Shipping
Lourenço Marques	April 6	*Silvermaple*	Dingwall Cotts
Lourenço Marques	April 6	*Radja*	Dingwall Cotts
Lourenço Marques	May	*Silverteak*	Dingwall Cotts
Africa-South—			
Cape Town	April 6	*Silvermaple*	Dingwall Cotts
Port Elizabeth	April 6	*Radja*	Dingwall Cotts
East London	Apr. 24–May 9	*Lake Minnewanka*	North Pacific Shipping
Durban	May	*Silverteak*	Dingwall Cotts
East London	March 14–31	*Lake Okanagan*	North Pacific Shipping
Durban			
Africa-West—			
Walvis Bay	March 14–31	*Lake Okanagan*	North Pacific Shipping
Argentina—			
Buenos Aires	April 6	*George R. Holmes*	Balfour Guthrie
Australia—			
Melbourne	April 30	*Waitemata*	Canadian Australasian
Sydney			
Sydney	April 8	*Wairuna*	Canadian Australasian
Sydney	March 24	*Waitomo*	Canadian Australasian
Hobart			
Sydney	March	*Mirrabooka*	Empire Shipping
Melbourne	April 20	*Parrakoola*	Empire Shipping
Adelaide			

Departures from Vancouver—*Continued*

Destination	Loading Date	Vessel	Operator or Agent
Belgium—			
Antwerp	April 2	*Brest*	Empire Shipping
Antwerp	April 28	*Paraguay* (r)	Gardner Johnson
Antwerp	May 8	*La Plata* (r)	Gardner Johnson
Burma—			
Rangoon	March 23–24	*Java Mail*	American Mail Line
Rangoon	April 5	*Samarinda*	Dingwall Cotts
Rangoon	April 23–24	*Oregon Mail*	American Mail Line
Brazil—			
Santos	April 6	*George R. Holmes*	Balfour Guthrie
Canal Zone—			
Balboa	March 31	*Coastal Adventurer* (r)	Gardner Johnson
Balboa	April 6	*Santa Flavia* (r)	Gardner Johnson
Balboa	April 9	*Gunner's Knot*	Gardner Johnson
Balboa	April 20	*Coastal Nomad*	Gardner Johnson
Balboa	May 4	*Santa Adela* (4)	Gardner Johnson
Cristobal	April 9	*Gunner's Knot*	Gardner Johnson
Cristobal	April 20	*Coastal Nomad*	Gardner Johnson
Ceylon—			
Colombo	March 23–24	*Java Mail*	American Mail Line
Colombo	April 10	*Höegh Silvercrest*	Dingwall Cotts
Colombo	April 23–24	*Oregon Mail*	American Mail Line
Colombo	May 10	*Rotti*	Dingwall Cotts
Chile—			
Arica, Antofagasta, Valparaiso	April 6	*Santa Flavia* (r)	Gardner Johnson
Arica, Antofagasta, Valparaiso	May 4	*Santa Adela* (r)	Gardner Johnson
China—			
Shanghai	Mar. 24–Apr. 8	*Lake Athabaska*	Empire Shipping
Shanghai	March 29–31	*San Angelo Victory*	Isthmian Steamships
Shanghai	April 1–2	*Canada Mail*	American Mail Line
Shanghai	Apr. 27–May 12	*Lake Cowichan*	Anglo Canadian
Shanghai	April	*A Ship*	Gardner Johnson
Shanghai, Taku Bar	April 14	*Vilja*	Empire Shipping
Shanghai, Taku Bar	May 23	*Vingnes*	Empire Shipping
Colombia—			
Buenaventura	April 6	*Santa Flavia* (r)	Gardner Johnson
Buenaventura	May 4	*Santa Adela* (r)	Gardner Johnson
Cook Islands—			
Raratonga	April 8	*Wairuna*	Canadian Australasian
Costa Rica—			
Puntarenas, Golfito	April 9	*Gunner's Knot*	Gardner Johnson
Puntarenas, Golfito	April 20	*Coastal Nomad*	Gardner Johnson
Ecuador—			
Guayaquil	April 6	*Santa Flavia* (r)	Gardner Johnson
Guayaquil	May 4	*Santa Adela* (r)	Gardner Johnson
Egypt—			
Alexandria	Mar. 26–Apr. 10	*Lake Tatla*	Canada Shipping
Fiji Islands—			
Lautoka	March 24	*Waitomo*	Canadian Australasian
France—			
Le Havre	April 2	*Brest*	Empire Shipping
Greece—			
Piraeus	March	*John B. Hamilton*	Empire Shipping
Guatemala—			
San Jose	March 31	*Coastal Adventurer* (r)	Gardner Johnson
Honduras—			
Amapala	April 9	*Gunner's Knot*	Gardner Johnson
Amapala	April 20	*Coastal Nomad*	Gardner Johnson

Departures from Vancouver—*Continued*

Destination	Loading Date	Vessel	Operator or Agent
Hong Kong	Mar. 24–Apr. 8	*Lake Athabaska*	Empire Shipping
	March 29–31	*San Angelo Victory*	Isthmian Steamships
	April	*A Ship*	Gardner Johnson
	April 1–2	*Canada Mail*	American Mail Line
	April 14	*Francisville*	Balfour Guthrie
	May 14	*Bougainville*	Balfour Guthrie
India and Pakistan—			
Bombay	April 10	*Höegh Silvercrest*	Dingwall Cotts
Karachi	May 10	*Rotti*	Dingwall Cotts
Madras	March 23–24	*Java Mail* (r)	American Mail Line
Calcutta	April 5	*Samarinda*	Dingwall Cotts
	April 23–24	*Oregon Mail*	American Mail Line
Italy—			
Genoa	March	*John B. Hamilton*	Empire Shipping
Genoa	Mar. 26–Apr. 10	*Lake Tatla*	Canada Shipping
Japan—			
Yokohama	March 23–24	*Java Mail* (r)	American Mail Line
Yokohama	April 1–2	*Canada Mail*	American Mail Line
Yokohama	April 23–24	*Oregon Mail*	American Mail Line
Malaya—	March 23–24	*Java Mail* (r)	American Mail Line
Penang	April 14	*Francisville*	Balfour Guthrie
Port Swettenham	April 23–24	*Oregon Mail*	American Mail Line
	May 14	*Bougainville*	Balfour Guthrie
Mexico—			
Manzanillo	April 9	*Gunner's Knot*	Gardner Johnson
Acapulco	April 20	*Coastal Nomad*	Gardner Johnson
Netherlands—			
Rotterdam	April 2	*Brest*	Empire Shipping
Netherlands East Indies—	March 23–24	*Java Mail* (r)	American Mail Line
	April 5	*Samarinda*	Dingwall Cotts
	April 10	*Höegh Silvercrest*	Dingwall Cotts
Batavia	April 14	*Francisville*	Balfour Guthrie
Soerabaya	April 23–24	*Oregon Mail*	American Mail Line
	May 10	*Rotti*	Dingwall Cotts
	May 14	*Bougainville*	Balfour Guthrie
Batavia	March 18	*Lombok*	Dingwall Cotts
New Zealand—			
Auckland	April 8	*Wairuna*	Canadian Australasian
Wellington	April 30	*Waitemata*	Canadian Australasian
Palestine—			
Haifa	March	*John B. Hamilton*	Empire Shipping
Peru—			
Callao			
Mollendo	April 6	*Santa Flavia* (r)	Gardner Johnson
Lobitos	May 4	*Santa Adela* (r)	Gardner Johnson
Talara			
Ilo			
Philippines—			
Manila	April 1–2	*Canada Mail*	American Mail Line
Iloilo	April 14	*Francisville*	Balfour Guthrie
Cebu	May 14	*Bougainville*	Balfour Guthrie
Manila	March 18	*Lombok*	Dingwall Cotts
Cebu			
Manila	April 5	*Samarinda*	Dingwall Cotts
Iloilo			
Manila	March 23–24	*Java Mail* (r)	American Mail Line
Manila	March 29–31	*San Angelo Victory*	Isthmian Steamships
Manila	April	*A Ship*	Gardner Johnson
Manila	April 10	*Höegh Silvercrest*	Dingwall Cotts
Manila	April 14	*Vilja*	Empire Shipping

Departures from Vancouver—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
Philippines—con.			
Manila	April 23–24	*Oregon Mail*	American Mail Line
Manila	May 10	*Rotti*	Dingwall Cotts
Manila	May 23	*Vingnes*	Empire Shipping
Salvador—			
La Union			
La Libertad	April 9	*Gunner's Knot*	Gardner Johnson
San Salvador			
Siam—			
Bangkok	March 29–31	*San Angelo Victory*	Isthmian Steamships
Singapore	March 23–24	*Java Mail* (r)	American Mail Line
	April 5	*Samarinda*	Dingwall Cotts
	April 10	*Höegh Silvercrest*	Dingwall Cotts
	April 14	*Francisville*	Balfour Guthrie
	April 23–24	*Oregon Mail*	American Mail Line
	May 10	*Rotti*	Dingwall Cotts
	May 14	*Bougainville*	Balfour Guthrie
Society Islands—			
Papeete	April 8	*Wairuna*	Canadian Australasian
Papeete	April 30	*Waitemata*	Canadian Australasian
Sweden—			
Gothenburg			
Helsingborg	April 28	*Paraguay* (r)	Gardner Johnson
Malmo	May 8	*La Plata* (r)	Gardner Johnson
Stockholm			
Taiwan	Mar. 24–Apr. 8	*Lake Athabaska*	Empire Shipping
Tonga—			
Nukualofa	April 30	*Waitemata*	Canadian Australasian
United Kingdom—			
London			
Liverpool	March 29	*Allegheny Victory*	Isthmian Steamships
Manchester			
Liverpool	Mid-April	*Pacific Exporter*	Furness Pacific
Manchester	Mid-April	*Pacific Stronghold*	Furness Pacific
	Late May	*Pacific Importer*	Furness Pacific
London	Mar. 24–Apr. 8	*Lake Lilliooet*	Western Canada
London	Mar. 26–Apr. 10	*Lake Babine*	Western Canada
London	April 14–29	*Lake Kootenay*	Empire Shipping
London	Apr. 24–May 9	*Lake Sicamous*	Anglo Canada Shipping
London	Apr.–May	*Corrientes*	Balfour Guthrie
Uruguay—			
Montevideo	April 6	*George R. Holmes*	Balfour Guthrie
Venezuela—			
Puerto Cabello	April 6	*George R. Holmes*	Balfour Guthrie

Rice Production in British Guiana Being Extended

Port of Spain, March 3, 1948.—(FTS)—The British Guiana Rice Marketing Board is putting into effect plans for extending the rice acreage from the existing 88,000 acres to 148,000 acres. It is expected that this will provide for a production level of 100,000 tons. The expansion will be mainly on new land being brought under cultivation as a result of an elaborate drainage scheme. Equipment is being made available to small farmers under an easy-payment scheme. This equipment includes Canadian combine harvesters. It is hoped not only to develop export markets in the British Caribbean but also to have supplies available for shipment to Canada.

Foreign Trade Service Abroad

Cable address:—*Canadian*, unless otherwise shown.
Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

Argentina

Buenos Aires—H. L. BROWN, Commercial Secretary, Canadian Embassy, Bartolomé Mitre 478.
Territory includes Uruguay and Paraguay.

Buenos Aires—W. B. MCCULLOUGH, Commercial Secretary (Agricultural Specialist), Canadian Embassy, Bartolomé Mitre 478.

Australia

Sydney—C. M. CROFT, Commercial Counsellor for Canada, City Mutual Life Building, Hunter and Bligh Streets. Address for letters: Post Office Box 3952V.
Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Sydney—Dr. W. C. HOPPER, Commercial Secretary for Canada (Agricultural Specialist), City Mutual Building, Hunter and Bligh Streets. Address for letters: Post Office Box 3952V.

Melbourne—F. W. FRASER, Commercial Secretary for Canada, 83 William Street.
Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

Belgian Congo

Leopoldville—L. H. AUSMAN, Canadian Government Trade Commissioner, Forescom Building. Address for letters: Boite Postale 373.
Territory includes Angola and French Equatorial Africa.

Belgium

Brussels—B. A. MACDONALD, Commercial Secretary, Canadian Embassy, 46 rue Montoyer.

Brazil

Rio de Janeiro—MAURICE BÉLANGER, Commercial Secretary, Canadian Embassy, Ed. Metropole, Avenida Presidente Wilson 165. Address for letters: Caixa Postal 2164.

São Paulo—J. C. DEPOCAS, Canadian Government Trade Commissioner, Canadian Consulate, Edificio Alois, Rua 7 de Abril 252. Address for letters: Caixa Postal 6034.

Chile

Santiago—J. L. MUTTER, Commercial Secretary, Canadian Embassy, Bank of London and South American Building. Address for letters: Casilla 771.
Territory includes Bolivia.

China

Shanghai—L. M. COSGRAVE, Commercial Counsellor for Canada, 27 The Bund. Postal District (0).

Colombia

Bogotá—H. W. RICHARDSON, Acting Canadian Government Trade Commissioner, Edificio Colombiana de Seguros. Address for letters: Apartado 1618. Address for air mail: Apartado Aereo 3562.
Territory includes Republic of Panama and the Canal Zone.

Cuba

Havana—R. G. C. SMITH, Commercial Secretary, Canadian Legation, Avenida de las Misiones 17. Address for letters: Apartado 1945.
Territory includes Haiti, Dominican Republic and Puerto Rico.

Egypt

Cairo—J. M. BOYER, Canadian Government Trade Commissioner, 22 Shari Kasr el Nil. Address for letters: Post Office Box 1770.
Territory includes the Sudan, Palestine, Cyprus, Iraq, Syria and Iran.

France

Paris—YVES LAMONTAGNE, Commercial Counsellor, Canadian Embassy, 3 rue Scribe.
Territory includes Switzerland, Algeria, French Morocco and Tunisia.

Paris—J. H. TREMBLAY, Commercial Secretary (Agricultural Specialist), Canadian Embassy, 3 rue Scribe.
Territory includes Belgium, Denmark, France and the Netherlands.

Germany

Frankfurt—D. W. JACKSON, Canadian Economic Representative, % Allied Contact Section, H.Q. EUCOM, Frankfurt, A.P.O. 757, U.S. Army.
Cable address, Canadian Frankfurt/Main.

Greece

Athens—T. J. MONTY, Commercial Secretary, Canadian Embassy, 31 Vassilissis Sophias Avenue.
Territory includes Turkey.

Guatemala

Guatemala City—C. B. BIRKETT, Canadian Government Trade Commissioner, Post Office Box 400.
Territory includes Costa Rica, El Salvador, Honduras and Nicaragua.

Hong Kong

Hong Kong—K. F. NOBLE, Canadian Government Trade Commissioner, Hong Kong Bank Building. Address for letters: Post Office Box 126.
Territory includes South China, the Philippine Islands and French Indo-China.

India

Bombay—RICHARD GREW, Commercial Secretary for Canada, Gresham Assurance House, Mint Road. Address for letters: Post Office Box 886.
Territory includes Burma and Ceylon.

Ireland

Dublin—H. L. E. PRIESTMAN, Commercial Secretary for Canada, 66 Upper O'Connell Street.

Belfast—H. L. E. PRIESTMAN, Canadian Government Trade Commissioner, 36 Victoria Square.

Italy

Rome—J. P. MANION, Commercial Secretary, Canadian Legation, via Saverio Mercadante 15-17. Address for letters: Casella Postale 475. (Telephones—471-597 and 470-708.)
Territory includes Czechoslovakia, Malta, Yugoslavia and Libya.

Jamaica

Kingston—M. B. PALMER, Canadian Government Trade Commissioner, Canadian Bank of Commerce Chambers. Address for letters: Post Office Box 225.
Territory includes the Bahamas and British Honduras.

Foreign Trade Service Abroad—*Concluded*

Mexico

Mexico City—D. S. COLE, Commercial Counsellor, Canadian Embassy, Edificio Internacional, Paseo de la Reforma. Address for letters: Apartado Num. 126-Bis.

Netherlands

The Hague—J. A. LANGLEY, Commercial Counsellor, Canadian Embassy, Sophialaan 1-A.

Newfoundland

St. John's—J. C. BRITTON, Commercial Secretary, Office of the High Commissioner for Canada, Circular Road.

New Zealand

Wellington—P. V. MCLANE, Commercial Secretary, Office of the High Commissioner for Canada, Post Office Box 1660.
Territory includes Fiji and Western Samoa.

Norway

Oslo—S. G. MACDONALD, Commercial Secretary, Canadian Legation, Fridtjof Nansens Plass 5.
Territory includes Denmark and Greenland.

Pakistan

Karachi—G. A. BROWNE, Acting Canadian Government Trade Commissioner. Address for letters: Post Office Box 531.
Territory includes Afghanistan.

Peru

Lima—C. J. VAN TIGHEM, Commercial Secretary, Canadian Embassy, Edificio Boza, Carabaya 831, Plaza San Martin. Address for letters: Casilla 1212.
Territory includes Ecuador.

Portugal

Lisbon—L. S. GLASS, Canadian Government Trade Commissioner, Canadian Consulate General, Rua Rodrigo da Fonseca 103.
Territory includes the Azores and Madeira, Spain, Spanish Morocco, the Canary Islands and Gibraltar.

Singapore

Singapore—PAUL SYKES, Canadian Government Trade Commissioner, Room D-2, Union Building. Address for letters: Post Office Box 845.
Territory includes Federation of Malaya, North Borneo, Brunei, Sarawak, Siam and Netherlands East Indies.

South Africa

Johannesburg—J. H. ENGLISH, Commercial Counsellor for Canada, Mutual Buildings, Harrison Street. Address for letters: Post Office Box 715.
Territory includes Transvaal, Natal, Southern Rhodesia, Northern Rhodesia, Mozambique or Portuguese East Africa, Kenya, Nyasaland, Tanganyika and Uganda.
Cable address, Cantracom.

Cape Town—S. V. ALLEN, Commercial Secretary for Canada, New South African Mutual Buildings, 21 Parliament Street. Address for letters: Post Office Box 683.
Territory includes Cape Province, Orange Free State, South-West Africa, Mauritius and Madagascar.
Cable address, Cantracom.

Sweden

Stockholm—F. H. PALMER, Commercial Counsellor, Canadian Legation, Strandvägen 7-C. Address for letters: Post Office Box 14042.
Territory includes Finland.

Trinidad

Port-of-Spain—T. G. MAJOR, Canadian Government Trade Commissioner, Colonial Life Insurance Building. Address for letters: Post Office Box 125.
Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana, and the French West Indies.

United Kingdom

London—A. E. BRYAN, Commercial Counsellor, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.
Cable address, Sleighing, London.

London—R. P. BOWER, Commercial Secretary, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.
Territory includes the South of England, East Anglia and British West Africa (Gold Coast, Sierra Leone and Nigeria).
Cable address, Sleighing, London.

London—W. B. GORNALL, Commercial Secretary (Agricultural Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.
Cable address, Cantracom, London.

London—R. D. ROE, Commercial Secretary (Timber Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.
Cable address, Timcom, London.

Liverpool—M. J. VECHSLER, Canadian Government Trade Commissioner, Martins Bank Building, Water Street.
Territory includes the Midlands, North of England and Wales.

Glasgow—G. F. G. HUGHES, Acting Canadian Government Trade Commissioner, 200 St. Vincent Street.
Territory covers Scotland and Iceland.
Cable address, Cantracom.

United States

Washington—H. A. SCOTT, Commercial Counsellor, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

Washington—G. R. PATERSON, Agricultural Counsellor, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

New York City—M. T. STEWART, Canadian Government Trade Commissioner, British Empire Building, Rockefeller Centre.
Territory includes Bermuda.
Cable address, Cantracom.

Chicago—EDMOND TURCOTTE, Consul-General for Canada, Suite 800, Chicago Daily Nws Building, 400 West Madison Street.

Los Angeles—V. E. DUCLOS, Canadian Government Trade Commissioner, Associated Realty Building, 510 West Sixth Street.

Venezuela

Caracas—C. S. BISSETT, Canadian Government Trade Commissioner. Address for letters: Canadian Consulate General, 8° Piso, Edificio America, Esq. Veroes.
Territory includes Netherlands West Indies.

Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that the kinds of currency which may be accepted for exports to different countries are specifically covered by the Foreign Exchange Control Act and Regulations, and that funds may sometimes be tendered in payment for exports, which cannot, in fact, be transferred to Canada. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, to ensure that the method of payment contemplated is not only possible but that it is in accordance with the Foreign Exchange Control Act and Regulations.

Country	Monetary Unit		Nominal Quotations Mar. 8	Nominal Quotations Mar. 15
Argentina	Peso	Off.	·2977	·2977
		Free	·2495	·2495
Australia	Pound	....	3·2240	3·2240
Belgium and Belgian Congo	Franc	....	·0228	·0228
Bolivia	Boliviano	....	·0238	·0238
British West Indies (except Jamaica)	Dollar	....	·8396	·8396
Brazil	Cruzeiro	....	·0544	·0544
Chile	Peso	Off.	·0517	·0517
		Export	·0322	·0322
Colombia	Peso	....	·5714	·5714
Cuba	Peso	....	1·0000	1·0000
Czechoslovakia	Koruna	....	·0200	·0200
Denmark	Krone	....	·2083	·2083
Ecuador	Sucre	....	·0740	·0740
Egypt	Pound	....	4·1330	4·1330
Eire	Pound	....	4·0300	4·0300
Fiji	Pound	....	3·6306	3·6306
Finland	Markka	....	·0073	·0073
France and French North Africa	Franc	....	·0046	·0046
French Empire—African	Franc	....	·0079	·0079
French Pacific Possessions	Franc	....	·0201	·0201
Haiti	Gourde	....	·2000	·2000
Hong Kong	Dollar	....	·2518	·2518
Iceland	Krona	....	·1541	·1541
India	Rupee	....	·3022	.3022
Iraq	Dinar	....	4·0300	4·0300
Italy	Lira	....	·0017	·0017
Jamaica	Pound	....	4·0300	4·0300
Malaya	Dollar	....	·4701	·4701
Mexico	Peso	....	·2059	·2059
Netherlands	Florin	....	·3769	·3769
Netherlands East Indies	Florin	....	·3769	·3769
Netherlands West Indies	Florin	....	·5302	·5302
New Zealand	Pound	....	3·2402	3·2402
Norway	Krone	....	·2015	·2015
Pakistan	Rupee	....	·3022	·3022
Palestine	Pound	....	4·0300	4·0300
Peru	Sol	....	·1538	·1538
Philippines	Peso	....	·5000	·5000
Portugal	Escudo	....	·0403	·0403
Siam	Baht	....	·1000	·1000
Spain	Peseta	....	·0916	·0916
Sweden	Krona	....	·2783	·2783
Switzerland	Franc	....	·2336	·2336
Turkey	Lira	....	·3571	·3571
Union of South Africa	Pound	....	4·0300	4·0300
United Kingdom	Pound	....	4·0300	4·0300
United States	Dollar	....	1·0000	1·0000
Uruguay	Peso	Controlled	·6583	·6583
		Uncontrolled	·5629	·5629
Venezuela	Bolivar	....	·2985	·2985

Trade Publications Available

ABC of Canadian Export Trade

Copies of this publication, prepared by the Export Division, Foreign Trade Service, may be obtained on application to the King's Printer, Government Printing Bureau, for 25 cents a copy in Canada and 50 cents abroad.

Canadian Certified Seed Potatoes

Prepared for distribution abroad, in an effort to stimulate the export sale of potatoes, this illustrated folder specifies the six varieties most suitable for shipment to other countries, the classes of seed, and the three classifications. Other information of interest to prospective purchasers is included.

"*Foreign Trade*"

Reprint of January 4, 1947, anniversary issue, containing articles on the Canadian Trade Commissioner Service, the history of the *Commercial Intelligence Journal* and preceding weekly publications, short reports from trade commissioners throughout the world on their respective territories, with illustrations.

Economic Reviews

Reports on economic conditions in various countries, reproduced from the *Commercial Intelligence Journal* and *Foreign Trade*, as follows:

Argentina
Australia
British West Indies and British Guiana
Central America
Chile
Colombia and Venezuela
French North Africa
India
New Zealand

Reprints of Special Reports

Articles appearing in the *Commercial Intelligence Journal* and *Foreign Trade* have been reprinted in pamphlet form for distribution by commodity officers and others receiving enquiries on the subject concerned, as follows:

Canadian Tobacco—Production and Consumption
Industrial Development in Canada
Canadian Toy Industry
German Industrial Plants Available for Reparation
Trade Procedure for Imports from Germany
The Influence of Geography on Import Trade

Foreign Trade Service Directory

This sets forth the functions of the six divisions of the Foreign Trade Service, with the directors and other leading officials of each. The government telephone numbers are shown for the convenience of exporters and importers. This includes a list of Canadian Trade Commissioners, with their respective postal and cable addresses, agencies associated with the Foreign Trade Service in the development of commerce with other countries, and a list of the Foreign Commercial Representatives in Canada. (This information, with revisions, is reproduced once a month in *Foreign Trade*.)

Trade Bulletins and Reports

Detailed information concerning Canadian foreign trade is compiled by the Dominion Bureau of Statistics, to which application should be made. This is issued on an annual, quarterly and monthly basis. The Dominion Statistician is also responsible for compilation of the *Canada Year Book*, the *Canada Handbook* and a number of reports on specific commodities.

Discuss your Problems with

FOREIGN TRADE SERVICE

OTTAWA
EDMOND CLOUTIER, C.M.G., B.A., L.Ph.,
KING'S PRINTER AND CONTROLLER OF STATIONERY
1948

AN INVITATION TO BUSINESSMEN on behalf of producers of the world's goods.
WE INVITE YOU TO THE
CANADIAN INTERNATIONAL TRADE FAIR
from
MAY 31 TO JUNE 12, 1948 - TORONTO, ONTARIO
. . . and we think you'll profit by coming
This will be the first International Trade Fair ever to be held in North America. It is sponsored by the Government of Canada.
It will be devoted entirely to business. The general public will not be admitted except on Saturdays. Every exhibit has been accepted on the condition that the goods displayed are for sale and can be delivered within a reasonable time. Transactions can be completed on the spot.
The products of more than 25 countries will be on display, and buyers will come from every quarter of the globe. For the period of this fair, Toronto will be a world market-place—the sample room of the world on your doorstep—within a convenient day's journey from any city in Canada.
Canada will be the host—but the Fair will belong to the traders and businessmen of all the nations. There will be interpreters—special cable and communications services—private restaurants and meeting rooms — all the facilities you need to do business with all the world, comfortably and conveniently.
Official invitations, which are required for admission, may be obtained on application to the Canadian International Trade Fair, Canadian National Exhibition Grounds, Toronto, Canada.
ALGERIA
AUSTRALIA
BAHAMAS
BRAZIL
CANADA
CENTRAL AMERICA
CHINA
COLOMBIA
CYPRUS
CZECHOSLOVAKIA
FRANCE
GREECE
INDIA
ITALY
JAVA
MALAYA
MEXICO
THE NETHERLANDS
NEW ZEALAND
NORWAY
PALESTINE
PORTUGAL
SOUTH AFRICA
SWEDEN
SWITZERLAND
UNITED KINGDOM
UNITED STATES
DEPARTMENT OF TRADE AND COMMERCE
OTTAWA CANADA

Prototype of advertisement appearing through March, April and May in some 140 Canadian and United States business and trade publications. A slight change occurs in the text for such advertisements reproduced in the United States.